THE PITTSBURGH GAZETTE,

And Manufacturing & Mercantile Advertiser.

Vol. 40.

FRIDAY MORNING, FEBRUARY 25, 1825.

Vol. 3...No. 22 A

PUBLISHED EVERY FRIDAY MORNING, BY
DAVID MACLEAN,
FOURTH, BETWEEN MARKET & WOOD STREETS,
At 2 dollars per annum, payable in advance.
☞ Advertisements inserted at the usual rates.

ADAMS & HUTCHISON

HAVE just received on Consignment, at their Warehouse, in FRONT, near Market Street, a quantity of

American Patent WOOD SCREWS

Assorted, from 5-8 to 1½ inch, from the Manufactory of Messrs. PHILLIPS & Co., of Philipsburg, Pa. which they offer for sale at the Philadelphia prices.

—ALSO IN STORE,—

Juniata Bar Iron	Trotter's Rifle Powder
Ditto Nails & Brads	Kentuckyman Tobacco
Geneva Window Glass	Feathers, &c. &c.

Pittsburgh, Dec. 24, 1824.—1y

WANTED,

A MACHINIST, who is acquainted with the business of a Cotton Factory, and capable of making and repairing the necessary Machinery.

ALSO,

A good, experienced, and fit hand to *Superintend a Carding Room*. He must be a complete Carder, and master of that business.

A Machinist with a family would be preferred, and will be accommodated with a house and garden. Application to be made to

David Logan,
Corner of Ferry & Water Sts.

TO LET,

The Corner Brick House,
On Ferry and Water streets. Being large, it would answer a Wholesale Merchant or a Lawyer. Also

THE HOUSE
At present occupied by Mr. Burgess, next Mrs. Collins'.

And the BRICK HOUSE,
Corner of First and Ferry Streets, now occupied by Mrs. Neville.

Dec. 24.—tf. D. L.

Lawrence & Bainbridge,

AUCTION & COMMISSION MERCHANTS,
Louisville, Ky.

Have formed a co-partnership with
JAMES ANDERSON, JR.

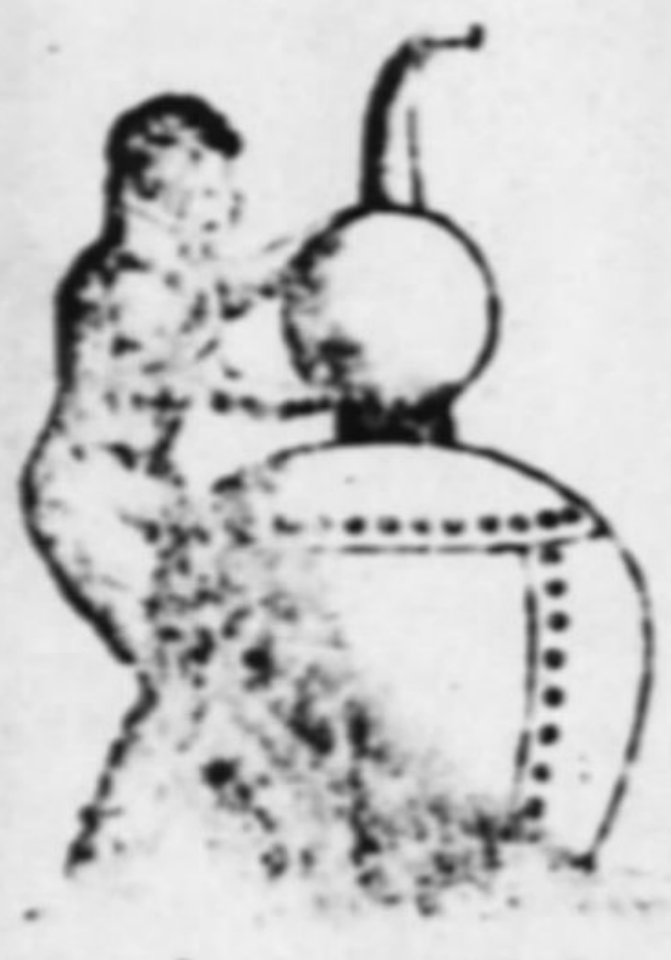
The business will in future be conducted under the firm of

B. LAWRENCE & CO.

REFERENCE.

James Hughes, Esq. *John Bustard*, Louisville.
J & G. R Gilmore, B Hayden Cincinnati.
Knox & M'Kee, Wheeling.
James Riddle & Son, Eichbaum & Johnston, Wm. Bell, Jr. W Anderson, R Lindell, Pittsburgh.
August 20—tf

THE SUBSCRIBER,



TAKES the liberty to inform his friends and the public, that he continues to carry on his manufactory of Copper and Tin ware, &c. at his old stand, next door to the corner of Second and Wood-streets, east side, where he keeps a general assortment of Stills, wash kettles, tea kettles, tin ware &c. &c. which he offers whole sale and retail low for cash or barter. Anderson's patent mill, fuller's kettles, salt pipe, Slater's patent cooking machines for steam boats and hotels, &c made to order at the shortest notice.

Lewis Peterson.

Oct. 1, 1824—tf

THE PITTSBURGH

MANUFACTURING ASSOCIATION,
Having enlarged their assortment of

American Manufactures,

CONTINUE to accommodate Merchants and Dealers by receiving in payment various articles of the produce and manufactures of the interior. Amongst the articles now on sale, are the following:

Broad and narrow Cloths, Kerseymeres, Sattinets, Checks, Tickings, Plains, Shirtings and Sheetings, Flax and Tow Linen and Bags, Window Glass, 7 9, 8-10, 10-12, 9-12, 10-14, 11 15, 11-17, 12 16, 12-17, and 12 18. Glassware assorted, Nails, Bar Iron for light waggon tire, Tin-plate Stoves, Tea Kettles and Castings assorted, Axes, Augers, Bells, Bed Screws, Brushes, Bark-mills, Corn Shellers, Coffee Mills, Curry Combs, Tow and Wool Cards, Hatter's and Fuller's Jacks, Comb Plate, Bed Cords, Plough Lines and Cordage assorted, Hoes, Hatchets, Hammers, Latches, Stock and Knob Locks, assorted, of superior quality, Mattocks, Plated ware for saddlers, Ploughs, Planes, Paper, Reeds, Shuttles, Spindles and Cranks for spinning wheels, Spades and Shovels, Socket Shovels, Scale beams, Steelyards—common and patent, Springs, Sparables, Wire Sieves, White Lead, Wool Hats, Snuff and manufactured Tobacco, &c.

ON CONSIGNMENT FOR CASH.

20,000 lbs. GREEN COPPERAS.
10 bls. American made GIN and BRANDY, of superior quality.
SPANISH TOBACCO SEGARS.
MACHINE CARDS.
CURRIER'S KNIVES.
Candlewick.

Orders and consignments addressed to GEO. COCHRAN, Agent, will be carefully attended to and promptly executed.

Pittsburgh, Oct. 1, 1824.—tf.

Justices' Blanks

For sale at this Office.

NEW GOODS.

MYERS & ADAMS

RESPECTFULLY inform their friends and the public, that they have just received and now offer for sale, in the new range of buildings, corner of Market and Liberty streets, a general assortment of FALL and WINTER GOODS, consisting of

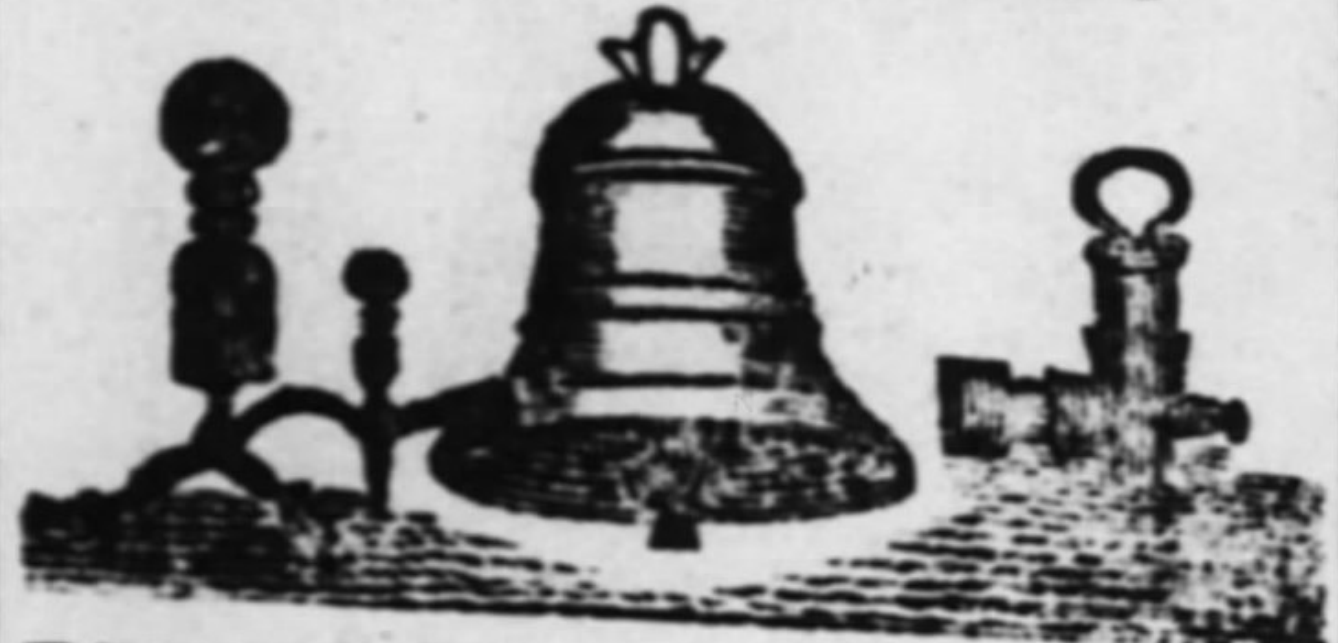
CLOTHS,
CASSIMERES,
CASSINETTS,
FLANNELS,
BOMBAZETTS,
CALICOES, &c.

ALSO,—A superior assortment of fashionable FALL RIBBONS; Barage, Merino, Cashmere and Silk HANDKERCHIEFS;

ALSO,—A select assortment of *Hardware, Queensware*, and *Groceries*, all of which they will sell low for Cash or Beeswax, Country Linen, Bags, &c.

Oct 22, 1824—tf.

J. GALLAGHER,



BELL & BRASS FOUNDER,

In Second Street, two doors east of Wood,
(*Adjoining the Tin and Copper shop of L Peterson,*)
PITTSBURGH,

RESPECTFULLY informs his friends and the public generally, that he will be happy to execute all orders for any articles in his line, at the shortest notice, and in the best manner.

Church, Court-House, Academy, Factory, and Tavern

BELLS,

Made to any size.

ALSO,

Still-Cocks, Rivets, Spelter Solder,

And every description of

BRASS CASTINGS,

FOR STEAM ENGINES, FACTORIES, &c.

☞ Highest price given for old Copper, Brass, Pewter, &c

January 7, 1825—3m.*

TO LET,

The Brick Store Room,

CELLAR and VAULT, on the Corner of Fourth and Market Streets, now occupied by H. M'Clelland.

ALSO,

The Three Story BRICK HOUSE and STORE, on Market, between Fourth Street and the Diamond, now occupied by S. A. Dubarry.

Possession of the above will be given on the 1st of April. For the terms apply to

John Irwin.

Jan. 21, 1825—tf.

PHŒNIX FACTORY.

COTTON MACHINERY

Adams, Allen & Co.

GIVE NOTICE, that they are prepared to receive orders for the manufacture of all kind of

MACHINERY

For Spinning and Weaving Cotton.

Including Picking, Carding, Drawing, and all other Preparation Machines,—which they will afford at the eastern prices, and warrant to be equal to any manufactured there, or to any now in operation in their own mill.

☞ They will, as usual, fill any orders for prime SHEETINGS, 4-4 wide, and YARN, from No. 5 to 20.

Pittsburgh, February 13, 1824.—tf.

NOTICE.

PUBLIC Notice is hereby given, to all persons interested, that the President and Managers of the New Hope Delaware Bridge Company, have assigned the proceeds of the tolls of the New Hope Delaware Bridge, and all the real and personal property and effects of said Company, for the payment of their debts, in the manner set forth in two instruments of writing, executed and bearing date the 9th day of October last past, and Recorded in the Recorder's Office of Bucks County, Pennsylvania. All persons having claims against the said President and Managers of the New Hope Delaware Bridge Company, are hereby notified, that all such claims must be presented at the Office of the New Hope Delaware Bridge Company, within twelve months from the ninth day of October last, or be excluded from the benefits of the said assignment agreeable to a provision therein made.

The undersigned assignees will meet at the Office of the Company, at New Hope, on the 1st Wednesday of every month, until the 9th October, 1825, for the purpose of receiving claims and transacting business, under the said assignment.

JOHN C. PARRY New Hope.
JOHN BUCKMAN,
No. 19 Sansom-street, Philadelphia.
MAHLON K. TAYLOR,
Taylorsville, Bucks County, Assignees.
Nov. 25, 1824.—[Dec. 3.190.]

FOR ST. LOUIS,

The fine fast-sailing Steam Boat,

GEN. BROWN,

WILL leave this place about the 10th of March next. For freight or passage apply to

Robert Lindell & Co.

Who will have Boats ready for Nashville, or any other port that freight may offer for.

Pittsburgh, Jan 14, 1825.—tf.

Pittsburgh and Philadelphia Line of MAIL COACHES.

NEW ARRANGEMENT.

THE attention of Travellers going East and West, is hereby particularly invited.

The Proprietors of this Line have, at the solicitation of many of their fellow-citizens, determined to increase the running of their Coach from Pittsburgh, via Huntingdon, Lewistown, and *Harrisburgh*, to three times per week, in less than four days each trip,—They being met at the *latter* place by three different Lines of Stages, on the same evening,—one running by way of Reading, and one by Lancaster, to Philadelphia, and one other, via Little York, to Baltimore. Travellers will not only get on with as much facility, but they will have a choice of Routes from Harrisburgh, which will at least afford variety. Every possible attention will be paid to their accommodation, and their fare and travelling expenses generally, made as low as on any other stage route in Pennsylvania. The owners cannot be accountable for baggage.

RATES OF FARE.

From Pittsburgh to Harrisburgh, (For any intermediate distance, 6 cts. per mile.)	$10 00
From Harrisburgh to Philadelphia,	6 50
	$16 50

This line will call for passengers at any public or private house, at either end of the line, and will also drive to any place within a reasonable distance, to let out gentlemen or ladies with their baggage. It will leave the hotels of Col Ramsay, in Pittsburgh, and Mrs Buehler, in Harrisburgh, respectively, on the mornings of Tuesdays, Thursdays, and Saturdays.

Jno. Blair & Others.

Feb. 4, 1825.—tf.

☞ The Editors of the Cincinnati Gazette, Maysville Eagle, Lexington Reporter, and Louisville Advertiser, will please insert the above every other week for two months, and forward their accounts to this office for payment.

J. B & Co.

COMMISSION HOUSE, Louisville, Ky.

THE UNDERSIGNED, having entered into Partnership, under the firm of

BUCHANAN & STARKEY,

For the purpose of transacting a

General Commission, Receiving & Forwarding Business,

In this place, tender their services to their friends and the public, and pledge themselves to a faithful discharge of all business confided to them.

George Buchanan,
George Starkey.

February 4, 1825.—3mo.

REFERENCES.

Jno. Bustard, Wm. G. Bakewell & Co.	Louisville.
James Woods & Co. Kirkman & Erwin,	Nashville.
Geo. Boggs, Jr. T. & J. Kirkman, A. Buchanan & Co.	Florence.
John Flack, James Buchanan,	New-York.
Washington Jackson, William Stothers,	Philadelphia.
Allen & Grant, Bakewell, Page & Bakewell, Robert Peebles.	Pittsburgh.

Public Notice is hereby given,

THAT the Notes, Book Accounts, and all other property of Robert Patterson & J. H. Lambdin, late Stationers and Paper Manufacturers, trading under the firm of *R. Patterson & Lambdin*, have been assigned to the subscribers this day for the benefit of creditors.

HENRY HOLDSHIP,
C. ANSHUTZ,
MARTIN RAHM.

Pittsburgh, Sept. 22, 1823—tf

Edward J. & Samuel A. Roberts,

ATTORNEYS

AND

COUNSELLORS AT LAW,

Have their Office in Fourth St.

THREE DOORS ABOVE WOOD.

Pittsburgh, October 15, 1824.—tf.

NEW STORE.

THE SUBSCRIBERS have entered into partnership, and will conduct their business at the corner of Fifth and Market Streets, under the firm of

HARRIS & STOCKTON,

Who have on hand and expect to receive weekly, fresh supplies of all kinds of

DRY GOODS,

Hardware, Queensware, Groceries, Dye-Stuffs, Paints, Bonnets, Shoes, Window-Glass, Green & White Flint Glassware.

ALSO,

A large supply of Plough-Irons, Juniata Nails, first and second quality Green Coffee, Files, all kinds of Steel, Queensware, in crates, Tanners' Oil, Dried Apples and Peaches, and an excellent assortment of Religious, Medical, Historical and School BOOKS, all of which they will sell, Wholesale and Retail, at small advances for Cash, and as they intend to confine their business principally to Cash or Produce in hand, they will receive in payment, or purchase, Beeswax, Clover Seed, Timothy and Flax Seed, Fresh Butter in kegs and rolls, Deer Skins, Whiskey and Flour in barrels, Flax, Bags, Linens, &c.

Isaac Harris,
D. C. Stockton.

February 11—3t

M'CLURG & KING,

HAVE determined to decline the retail business, and now offer their retail assortment at

PHILADELPHIA PRICES.

Hereafter they will devote their exclusive attention to the

WHOLESALE BUSINESS.

THEY HAVE A GENERAL ASSORTMENT OF

SEASONABLE GOODS

On hand, which they are determined to dispose of on the most reasonable terms.

ALSO FOR SALE,

1000 pieces PAPER HANGINGS, *Cheap.*
A few crates QUEENSWARE.

February 11, 1825—3t

☞ Those indebted to the firm are requested to make immediate payment.

For Rent,

A BRASS-FOUNDRY,—Shop, Tools and Patterns,—on moderate terms. Inquire of the subscriber.

ALSO,

A large Brick WAREHOUSE, situate in Front, near Market street.

Geo. Miltenberger.

February 11, 1825.

Proposals in Writing,

WILL be received by the subscribers until the 8th of March next, for weather boarding and roofing TURTLE CREEK BRIDGE, in the following manner, to wit:—The weather boarding to be three quarter pine boards, of a good quality, and planed on the outside—the roof to be of good pine shingles—the whole length of the roof will be 134 feet; the breadth of the bridge is 24 feet; the height to be weatherboarded will be 15 feet. The whole to be done in a workmanlike manner.

Thos. Chalfant,
Wm. M'Cullough,
Samuel Fleming.

Feb. 4, 1825—6t.

DODDRIDGE'S NOTES.

FOR SALE at the Bookstore of the Subscriber, in Market Street, "Notes, on the Settlement and Indian Wars of the western parts of Virginia and Pennsylvania, from the year 1763 until the year 1783, inclusive. Together with a view of the state of society and manners of the first settlers of the Western Country. *By the Rev. Dr. Joseph Doddridge.*" Price $1.

R. Patterson, *Agent.*

Feb. 4, 1825—5t.

"*MR. OWEN'S PLAN,*

For the Permanent Relief of the Working Classes" A few copies, in pamphlet form, for sale as above. Price 6¼ cents.

Copper & Tin Ware.

THE subscribers, intending to remove from this City by the 1st of April, will dispose of their Stock, wholesale and retail, at reduced prices. It consists of a good assortment of

STILLS,

Wash Kettles, Tea Kettles, &c.

A large assortment of

TIN WARE.

They will barter for any of the following articles, viz: Bar Iron, Nails, Window Glass, Tobacco, Hollow Castings, Salt, Groceries, and Dry Goods.

R. & J. Towne,
Wood, above Second-Street.

Feb. 4, 1825.—6t

For Sale,

The Time of a Negro Girl,

WHO has nearly five years to serve, and can be well recommended.

Inquire of the Editor.

Pittsburgh, Jan. 21 tf

TO PRINTERS.

ON HAND FOR SALE,
A new Super-Royal, one pull, Lever

PRINTING PRESS.

IT will be sold cheap. Apply to the subscriber, Printing Press Maker, Pittsburgh.

Charles Artzt.

July 2 tf.

Extensive Book Sale.

On Saturday, the 12th of March,
At 10 o'clock, A. M and half past 2, P. M.
AT FRONT STREET AUCTION ROOM,
Will be disposed of
THE WHOLE REMAINING STOCK OF

Books,

Comprising an extensive collection in
Medicine, Classics, Divinity, History, Biography and Miscellany,
Among which are many rare and valuable

EUROPEAN EDITIONS.

Davis & Hanson, Auc.

N. B. Orders and Communications for Books, will receive due attention.

February 11—5t.

Catalogue of Valuable Books.

TO be had of LUKE LOOMIS, at the store of H. Holdship, a Catalogue of a stock of valuable Miscellaneous, Theological, and Classical BOOKS, belonging to the estate of the late David Hogan Philadelphia, now selling at very reduced prices, and the balance to be sold at public sale on the first of March next, at the store, No. 255, Market Street, Philadelphia.

February 11, 1825. 3t*

SALT.

JAMES PARK & CO.

WILL sell five or six hundred barrels best Connemaugh

Salt,

At $2 75 per bbl. on a Credit of 90 days.

Pittsburgh, February 11, 1825—3t*

INDEMNITY.

THE AMERICAN FIRE INSURANCE COMPANY, continue to make insurance on the most reasonable terms, against

Loss or Damage by Fire,

On property of every description, in TOWN or COUNTRY, to wit:

On dwelling houses, of brick, stone or wood,
Barns and out-houses of the same materials,
Stock in trade of every description,
Mills and factories of all classes,
Vessels in port and on the stocks,
Household Furniture, Books, Plate, Pictures, and Wearing Apparel, and in fine upon every species of property. (Books of Accounts, and Obligations and ready money, excepted,) liable to destruction or damage by fire

Insurances on brick or stone buildings in the city or within a reasonable distance therefrom, in most of the towns in this state and the states adjoining, may be made perpetual. Other property may be insured for seven years, or any part thereof, for a proportionate premium.

Insurances for seven years are only charged with the premium for six.

In the case of perpetual insurances the money deposited as premium may be resumed at the pleasure of the assured, and the policy cancelled; the office retaining only one-twentieth of the deposite money.

Orders for insurance in the county accompanied with an accurate description of the property and a reference to some respectable citizens will be promptly attended to.

The very considerable sum demanded for a perfect indemnification for the consequences of fire, and the well known promptitude with which all claims upon this office have been settled, offer the strongest inducement to every one to secure their property and effects from the ravages of that destructive element. Twenty dollars per annum may save a man from ruin and his family from beggary, and the business is unprofitable indeed, that cannot afford so small an annual sum, which, supposing it added to the rent of a store, would scarcely be thought of, and ten dollars expended in this way would replace furniture which cost three thousand, or reimburse a farmer for the loss of the fruits of a year's anxiety and toil.

This company is prohibited by its charter from engaging in any insurance, save that of loss by fire, which with ample capital, constantly and profitably invested in the best securities, give it a just title to public confidence.

Office No. 101, Chesnut, between Third and Fourth streets.

Job Bacon,
Secretary.

Philadelphia, Jan. 26. [Feb. 11—3t]

J. BYRNE,

Umbrella Manufacturer,

RESPECTFULLY informs his friends and the public, that he continues the manufacture of UMBRELLAS and PARASOLS, of the most substantial kind, and neatest fashion, at his shop, in Third street, north side, between Wood and Market streets where he will always be found, ready and willing to execute their commands in the line of his profession. Having paid a fee, and served a regular time to the business, under a first master, in one of the most fashionable cities of Great Britain, he feels confident he will be able to satisfy every reasonable expectation.

Every kind of *Repairing* done with neatness and despatch. The smallest favor will be gratefully received and punctually and promptly executed.

He has on hand a quantity of his genuine *JAPAN VARNISH*, for boots and shoes which, besides giving to the leather a beautiful jet-black lustre, mollifies and nourishes it by its lubricating qualities, so that the price will be trebly repaid in the additional durability imparted to the leather. It will contract no fœtid smell by keeping in any clime or season, and when polished, will not soil the whitest muslin. It is put up in stone jars, sealed with wax, and the maker's initials impressed upon the cork, with proper directions labelled on the jar, and signed with his own holigraph. It is now selling at 25 cents per jar, just half the former price.

December 10—eoly.

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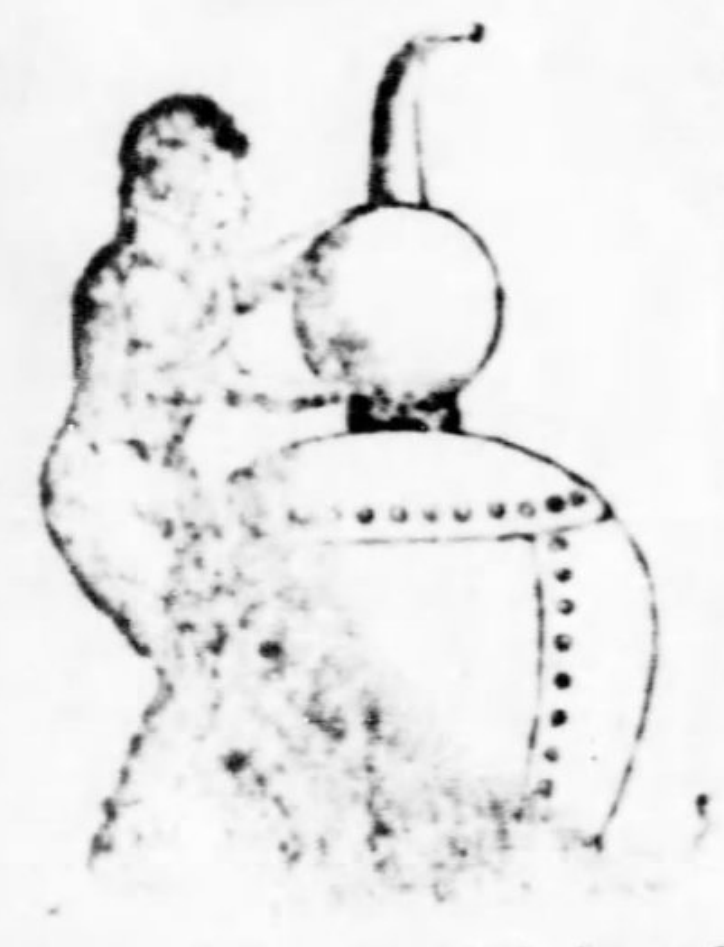

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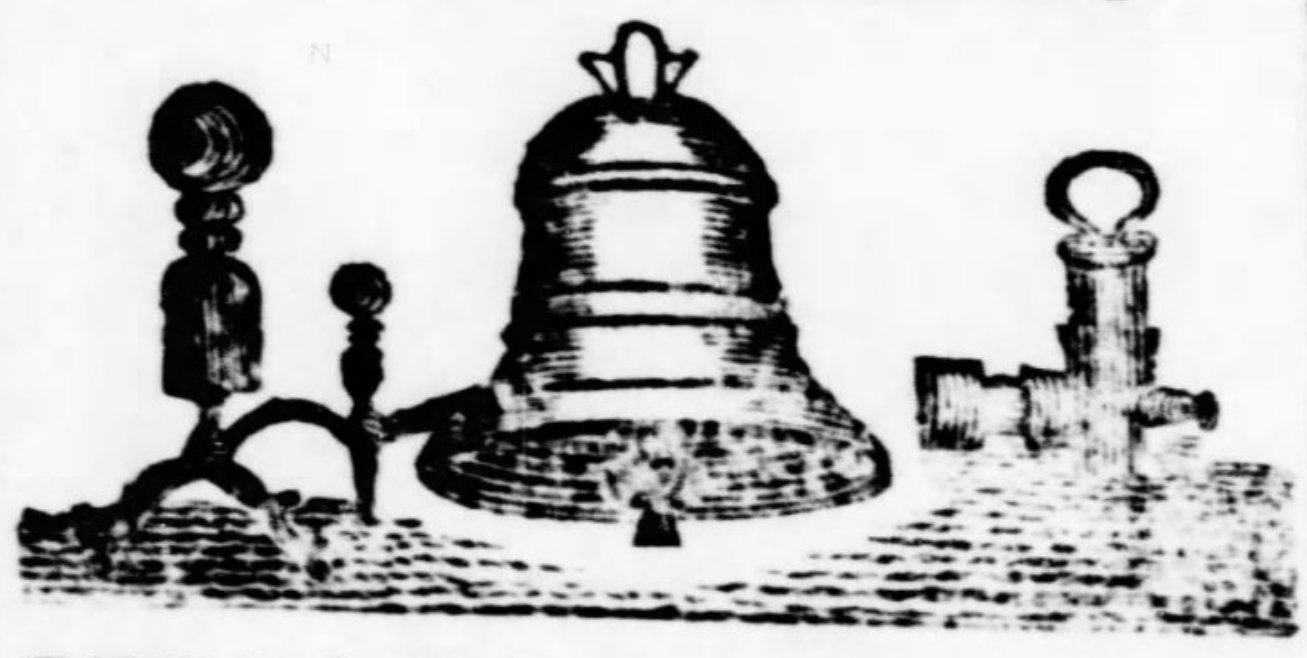

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Pittsburgh, February 13, 1824.—tf.

NOTICE.

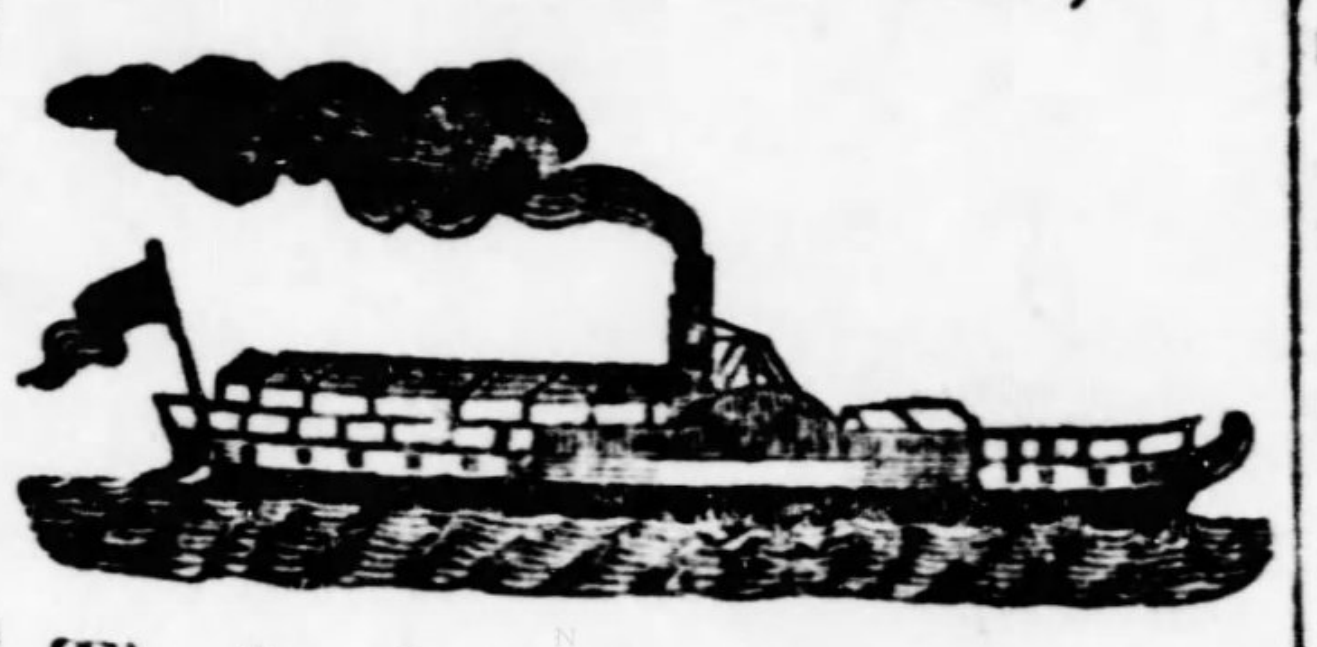
PUBLIC Notice is hereby given, to all persons interested, that the President and Managers of the New Hope Delaware Bridge Company, have assigned the proceeds of the tolls of the New Hope Delaware Bridge, and all the real and personal property and effects of said Company, for the payment of their debts, in the manner set forth in two instruments of writing, executed and bearing date the 9th day of October last past, and Recorded in the Recorder's Office of Bucks County, Pennsylvania. All persons having claims against the said President and Managers of the New Hope Delaware Bridge Company, are hereby notified, that all such claims must be presented at the Office of the New Hope Delaware Bridge Company, within twelve months from the ninth day of October last, or be excluded from the benefits of the said assignment agreeable to a provision therein made.

The undersigned assignees will meet at the Office of the Company, at New Hope, on the 1st Wednesday of every month, until the 9th October, 1825, for the purpose of receiving claims and transacting business, under the said assignment.

JOHN C. PARRY New Hope.
JOHN BUCKMAN.
No. 19 Sansom-street, Philadelphia.
MAHLON K. TAYLOR,
Taylorsville, Bucks County, Assignees.

Nov. 25, 1824.—[Dec. 3.t90.]

FOR ST. LOUIS,



The fine fast-sailing Steam Boat,

GEN. BROWN,

WILL leave this place about the 10th of March next. For freight or passage apply to

Robert Lindell & Co.

Who will have Boats ready for Nashville, or any other port that freight may offer for.

Pittsburgh, Jan 14, 1825.—tf.

Pittsburgh and Philadelphia Line OF MAIL COACHES.

NEW ARRANGEMENT.

THE attention of Travellers going East and West, is hereby particularly invited.

The Proprietors of this Line have, at the solicitation of many of their fellow-citizens, determined to increase the running of their Coach from Pittsburgh, via Huntingdon, Lewistown and *Harrisburgh*, to three times per week, in less than four days each trip,—They being met at the *latter* place by three different Lines of Stages, on the same evening,—one running by way of Reading, and one by Lancaster, to Philadelphia, and one other, via Little York, to Baltimore. Travellers will not only get on with as much facility, but they will have a choice of Routes from Harrisburgh, which will at least afford variety. Every possible attention will be paid to their accommodation, and their fare and travelling expenses generally, made as low as on any other stage route in Pennsylvania. The owners cannot be accountable for baggage.

RATES OF FARE.

From Pittsburgh to Harrisburgh,	$10 00
(For any intermediate distance, 5 cts. per mile.)	
From Harrisburgh to Philadelphia,	6 50
	$16 50

This line will call for passengers at any public or private house, at either end of the line, and will also drive to any place within a reasonable distance, to let out gentlemen or ladies with their baggage. It will leave the hotels of Col Ramsay, in Pittsburgh, and Mrs Buchler, in Harrisburgh, respectively, on the mornings of Tuesdays, Thursdays, and Saturdays.

Jno. Blair & Others.

Feb. 4, 1825.—tf.

☞The Editors of the Cincinnati Gazette, Maysville Eagle, Lexington Reporter, and Louisville Advertiser, will please insert the above every other week for two months, and forward their accounts to this office for payment.

J. B & Co.

COMMISSION HOUSE,

Louisville, Ky.

THE UNDERSIGNED, having entered into Partnership, under the firm of

BUCHANAN & STARKEY,

For the purpose of transacting a

General Commission,
Receiving & Forwarding Business,

In this place, tender their services to their friends and the public, and pledge themselves to a faithful discharge of all business confided to them.

George Buchanan,
George Starkey.

February 4, 1825.—3mo.

REFERENCES.

Jno. Bustard, Wm. G. Bakewell & Co.	Louisville.
James Woods & Co. Kirkman & Erwin,	Nashville.
Geo. Boggs, Jr. T. & J. Kirkman, A. Buchanan & Co.	Florence.
John Flack, James Buchanan,	New York.
Washington Jackson, William Stothers,	Philadelphia.
Allen & Grant, Bakewell, Page & Bakewell, Robert Peebles.	Pittsburgh.

Public Notice is hereby given,

THAT the Notes, Book Accounts, and all other property of Robert Patterson & J. H. Lambdin, late Stationers and Paper Manufacturers, trading under the firm of *R. Patterson & Lambdin*, have been assigned to the subscribers this day for the benefit of creditors.

HENRY HOLDSHIP,
C. ANSHUTZ,
MARTIN RAHM.

Pittsburgh, Sept. 22, 1823—tf

Edward J. & Samuel A. Roberts,

ATTORNEYS

AND

COUNSELLORS AT LAW,

Have their Office in Fourth St.

THREE DOORS ABOVE WOOD.

Pittsburgh, October 15, 1824.—tf.

NEW STORE.

THE SUBSCRIBERS have entered into partnership, and will conduct their business at the corner of Fifth and Market Streets, under the firm of

HARRIS & STOCKTON,

Who have on hand and expect to receive weekly, fresh supplies of all kinds of

DRY GOODS,

Hardware, Queensware, Groceries, Dye-Stuffs, Paints, Bonnets, Shoes,
Window-Glass, Green & White Flint Glassware.

ALSO,

A large supply of Plough-Irons, Juniata Nails, first and second quality Green Coffee, Files, all kinds of Steel, Queensware, in crates, Tanners' Oil, Dried Apples and Peaches, and an excellent assortment of Religious, Medical, Historical and School BOOKS, all of which they will sell, Wholesale and Retail, at small advances for Cash, and as they intend to confine their business principally to Cash or Produce in hand, they will receive in payment, or purchase, Beeswax, Clover Seed, Timothy and Flax Seed. Fresh Butter in kegs and rolls, Deer Skins, Whiskey and Flour in barrels, Flax, Bags, Linens, &c.

Isaac Harris,
D. C. Stockton.

February 11—3t

M'CLURG & KING,

HAVE determined to decline the retail business and now offer their retail assortment at

PHILADELPHIA PRICES.

Hereafter they will devote their exclusive attention to the

WHOLESALE BUSINESS.

THEY HAVE A GENERAL ASSORTMENT OF

SEASONABLE GOODS

On hand, which they are determined to dispose of on the most reasonable terms.

ALSO FOR SALE,

1000 pieces PAPER HANGINGS, *Cheap.*
A few crates QUEENSWARE.

February 11, 1825—3t

☞Those indebted to the firm are requested to make immediate payment.

For Rent,

A BRASS-FOUNDRY,—Shop, Tools and Patterns,—on moderate terms. Inquire of the subscriber.

ALSO,

A large Brick WAREHOUSE, situate in Front, near Market street.

Geo. Miltenberger.

February 11, 1825.

Proposals in Writing,

WILL be received by the subscribers until the 8th of March next, for weather boarding and roofing TURTLE CREEK BRIDGE, in the following manner, to wit:—The weather boarding to be three quarter pine boards, of a good quality, and planed on the outside—the roof to be of good pine shingles—the whole length of the roof will be 134 feet; the breadth of the bridge is 24 feet; the height to be weatherboarded will be 15 feet. The whole to be done in a workmanlike manner.

Thos. Chalfant,
Wm. M'Cullough,
Samuel Fleming.

Feb. 4, 1825—6t.

DODDRIDGE'S NOTES.

FOR SALE at the Bookstore of the Subscriber, in Market Street, "Notes, on the Settlement and Indian Wars of the western parts of Virginia and Pennsylvania, from the year 1763 until the year 1783, inclusive. Together with a view of the state of society and manners of the first settlers of the Western Country. *By the Rev. Dr. Joseph Doddridge.*" Price $1.

R. Patterson, *Agent.*

Feb. 4, 1825—3t.

"MR. OWEN'S PLAN,

For the Permanent Relief of the Working Classes" A few copies, in pamphlet form, for sale as above. Price 6¼ cents.

Copper & Tin Ware.

THE subscribers, intending to remove from this City by the 1st of April, will dispose of their Stock, wholesale and retail, at reduced prices. It consists of a good assortment of

STILLS,

Wash Kettles, Tea Kettles, &c.

A large assortment of

TIN WARE.

They will barter for any of the following articles, viz: Bar Iron, Nails, Window Glass, Tobacco, Hollow Castings, Salt, Groceries, and Dry Goods.

R. & J. Towne,
Wood, above Second-Street.

Feb. 4, 1825.—6t

For Sale,

The Time of a Negro Girl,

WHO has nearly five years to serve, and can be well recommended.

Inquire of the Editor.

Pittsburgh, Jan. 21 tf

TO PRINTERS.

ON HAND FOR SALE,
A new Super-Royal, one pull, Lever

PRINTING PRESS.

IT will be sold cheap. Apply to the subscriber, Printing Press Maker, Pittsburgh.

Charles Artzt.

July 2 tf.

Extensive Book Sale.

On Saturday, the 12th of March,

At 10 o'clock, A. M. and half past 2, P. M.
AT FRONT STREET AUCTION ROOM,
Will be disposed of
THE WHOLE REMAINING STOCK OF

Books,

Comprising an extensive collection in
Medicine, Classics, Divinity, History, Biography and Miscellany,
Among which are many rare and valuable

EUROPEAN EDITIONS.

Davis & Hanson, Auc.

N. B. Orders and Communications for Books, will receive due attention.

February 11—3t.

Catalogue of Valuable Books.

TO be had of LUKE LOOMIS, at the store of H. Holdship, a Catalogue of a stock of valuable Miscellaneous, Theological, and Classical BOOKS, belonging to the estate of the late David Hogan Philadelphia, now selling at very reduced prices, and the balance to be sold at public sale on the first of March next, at the store, No. 255, Market Street, Philadelphia.

February 11, 1825. 3t*

SALT.

JAMES PARK & CO.

WILL sell five or six hundred barrels best Connemaugh

Salt,

At $2 75 per bbl. on a Credit of 90 days.

Pittsburgh, February 11, 1825—3t*

INDEMNITY.

THE AMERICAN FIRE INSURANCE COMPANY, continue to make insurance on the most reasonable terms, against

Loss or Damage by Fire,

On property of every description, in TOWN or COUNTRY, to wit:

On dwelling houses, of brick, stone or wood,
Barns and out-houses of the same materials,
Stock in trade of every description,
Mills and factories of all classes,
Vessels in port and on the stocks,
Household Furniture, Books, Plate, Pictures, and Wearing Apparel, and in fine upon every species of property, (Books of Accounts, and Obligations and ready money, excepted,) liable to destruction or damage by fire

Insurances on brick or stone buildings in the city or within a reasonable distance therefrom, in most of the towns in this state and the states adjoining, may be made perpetual Other property may be insured for seven years, or any part thereof, for a proportionate premium.

Insurances for seven years are only charged with the premium for six.

In the case of perpetual insurances the money deposited as premium may be resumed at the pleasure of the assured, and the policy cancelled; the office retaining only one-twentieth of the deposite money.

Orders for insurance in the county accompanied with an accurate description of the property and a reference to some respectable citizens will be promptly attended to.

The very considerable sum demanded for a perfect indemnification for the consequences of fire, and the well known promptitude with which all claims upon this office have been settled, offer the strongest inducement to every one to secure their property and effects from the ravages of that destructive element. Twenty dollars per annum may save a man from ruin and his family from beggary, and the business is unprofitable indeed, that cannot afford so small an annual sum, which, supposing it added to the rent of a store, would scarcely be thought of, and ten dollars expended in this way would replace furniture which cost three thousand, or reimburse a farmer for the loss of the fruits of a year's anxiety and toil.

This company is prohibited by its charter from engaging in any insurance, save that of loss by fire, which with ample capital, constantly and profitably invested in the best securities, give it a just title to public confidence.

Office No 101, Chesnut, between Third and Fourth streets.

Job Bacon,
Secretary.

Philadelphia, Jan. 26. [Feb 11—3t]

J. BYRNE,

Umbrella Manufacturer,

RESPECTFULLY informs his friends and the public, that he continues the manufacture of UMBRELLAS and PARASOLS, of the most substantial kind, and neatest fashion, at his shop, in Third street, north side, between Wood and Market streets where he will always be found, ready and willing to execute their commands in the line of his profession. Having paid a fee, and served a regular time to the business, under a first master, in one of the most fashionable cities of Great Britain, he feels confident he will be able to satisfy every reasonable expectation.

Every kind of *Repairing* done with neatness and despatch. The smallest favor will be gratefully received and punctually and promptly executed.

He has on hand a quantity of his genuine *JAPAN VARNISH*, for boots and shoes which, besides giving to the leather a beautiful jet-black lustre, mollifies and nourishes it by its lubricating qualities, so that the price will be trebly repaid in the additional durability imparted to the leather. It will contract no fœtid smell by keeping in any clime or season, and when polished, will not soil the whitest muslin. It is put up in stone jars, sealed with wax, and the maker's initials impressed upon the cork, with proper directions labelled on the jar, and signed with his own holigraph. It is now selling at 25 cents per jar, just half the former price.

December 10—eoly.

The Pittsburgh Gazette.

FRIDAY MORNING, FEBRUARY 25, 1825.

FROM HARRISBURGH.

Extracts to the Editor of the Pittsburgh Gazette.

"*Harrisburgh, February 18, 1825.*

"This has really been a week of storms, in the Legislature, if not in the natural horizon. We have had incorporation storms and internal improvement storms, and points of order storms.

"The business of taking from the coal company, incorporated by the Legislature of New-York, the lands held by them in Schuylkill county, has been zealously taken up by able members in both branches of the Legislature. The words New-York and coal company have, from this act of presumption on the part of that state, acquired a sort of talismanic power, and are used to prevent the incorporation of any and all coal companies. On the bill to incorporate the Schuylkill coal company, there has been more debate than you would suppose the case susceptible of.

"The gentlemen composing the Board for the Internal Improvement of the state, have disagreed in their views, both as respects their duties and the practicability of routes. The act under which they have been appointed, makes it their duty to examine the different routes by which it has been proposed to connect the eastern and the western waters. On the examination of one route alone—that by the Juniata and Conemaugh—two of the commissioners undertook to recommend it in their Report. The other commissioner dissents, and is to make out his report in a few days.

"We had another instance of Speaker Sutherland's dignity on Thursday, in the discussion of a question upon a point of order. Mr. Speaker made two or three long palavers in support of his decision; and when other members were speaking he would attempt to blunt the effect of their remarks by nods and putting in a word, such as you may have seen practised by cunning members of the bar. He carried the day, in opposition to rule, reason and precedent.

"Heavy charges have been substantiated against the Judges, before the committees of inquiry; but whether their misconduct has proceeded from ignorance or depravity is the question. They are certainly all very feeble men."

The following article is copied from the Washington City "National Journal," which will no doubt be the official paper, during the administration of Mr. Adams.

The Crisis.—The Presidential question is now at rest, and the crisis makes a powerful appeal to the patriotism of all parties. We have one common country, one common interest. Upon the altar of that country let us lay all personal disappointments, all personal resentments, and make of them a sacrifice to the public good. The smoke of that sacrifice will ascend up gratefully to Heaven, as a testimony of our purity and love of country; and posterity will bless the age that had the magnanimity to make it.—And who is there among us that is not capable of making it for such a country as ours? A country manifestly called by the Almighty to a destiny which Greece and Rome, in the days of their pride, might have envied—the destiny of holding up to a benighted and struggling world the great example of the government of a people by the people themselves—the illustrious example of a *free government*;—the destiny of regenerating, by our example, a fallen world, and "restoring to man his long lost rights." Who is there that would put aside from his country this proud destiny?

Who is there, that would forego the holy triumph of having the chains fall, throughout Europe, throughout the world, and seeing emancipated man, every where, springing up in the image in which God created him? Who would be the guilty parricide to mar that triumph, by sacrificing it to the low, the groveling purposes of party resentment and party revenge? The cause of our country is the cause of the world. "This is the time that *will* try the souls of men."—A broad line will now be drawn before the eyes of the whole nation, between the *selfish* and the *patriotic*. Professions will no longer blind us. Declamation can no longer cheat us. The tree will be known by its fruits. We shall see by their actions who are the *true republicans*: who are those who sincerely and cheerfully acquiesce in the sense of the nation constitutionally expressed, and who will fairly and generously put their shoulders to the wheels to help forward the proper action of government; and who are those, on the contrary, who, with professions of acquiescence and the public good upon their lips, still cherish their disappointments and their resentments in secret, and, in the prostituted name of their country, combine to form an opposition for the base and selfish purpose of party.

Of the latter, we hope and frankly believe that there will be none, or, if any, that they will be so few, and of characters so marked, that the obviousness of their purpose will render their efforts abortive.—The dignified deportment of Congress, on Wednesday last, gave a noble pledge, and set a noble example to the whole nation. Let us resolve to follow it. Let us all, who are men, stand for our country, and for the great cause of human liberty throughout the world, and leave *party* to the vermin which *party alone* has engendered.

These confederated States have risen above the horizon like a constellation of suns, and the world has started up from the slumber of ages to admire the splendid phenomenon....to watch and to imitate.—The charm has begun to work. "The land of Epaminondas and Aristides" has risen from the dead, and shines in all the glory of a resurrection to immortality. Where is the traitor to the cause of his fellow-man that would if he could, dissolve the charm, or endanger its success, by attempting to resist the march of the country which leads the way. If there be any such let him prepare for the infamy which inevitably awaits him.

From the National Intelligencer.

Dinner to General Jackson.—A number of gentlemen, now in this city, from different parts of the Union, wishing to manifest their respect towards general Jackson, after the decision of the presidential question, met together for the purpose of offering him a public dinner on the occasion. The following note will explain the delicate and high-minded sense of propriety of the Hero's refusal:

Gentlemen: I have received your polite invitation in behalf of yourselves and a number of citizens "in this city, from different states in the Union," to partake of a public entertainment to-morrow. For your politeness, I pray accept my thanks. I cannot refrain from suggesting to you and my friends the propriety, perhaps necessity, of forbearing to confer upon me, at this moment, any such prominent mark of your regard. You cannot, I am persuaded, mistake my meaning. A decision of a matter, about which much public feeling and concern has been manifested, very lately has taken place. Any evidence of kindness and regard, such as you propose, might, by many, be viewed as conveying [illegible] and feelings of [illegible] which I hope belong not to any of my friends. I would, therefore, beg leave to suggest to you, that on reflection, you may deem it proper to forbear any course to which, possibly, exception might be taken.

Please to accept my thanks, and tender them to the gentlemen respectively.

ANDREW JACKSON.

February 10, 1825.

At a meeting of a number of Citizens, of the County of Genesee held, at Humphrey's Brick Hotel in the Village of Batavia, on the 3d of February, 1825, to consider the propriety of taking measures to obtain a Survey of a Route for a Canal from the Erie Canal to Olean—Gen. E. Towner was called to the Chair, and D. H. Chandler, Esq. appointed Secretary—it was

Resolved, That there be a Committee of three appointed to confer with the Committee from Cattaraugus, on the subject of the contemplated Canal; and, in conjunction with them, to take all means in their power to ascertain whether there is a reasonable probability that a route by the way of the Tonnewanta and Ischua creeks would be practicable; and if so, to prepare and present to the government of this state, a memorial, praying for such Survey.

Resolved, That David Canfield, Simeon Cumings, and S Finch, be such a committee.

The said Committee having met Col. Jos. M'Clure and David Bockes, Esqrs. the Committee from Cattaraugus County, who had come to this place to solicit the co-operation of the people of Genesee in this important concern; and having examined the field notes and description of the said route, as taken by Col. M'Cluer and others during the last fall, in an actual examination of the country, from the Allegheny River to Chipman's Mills, in the town of Sheldon, in Genesee County, unanimously agreed to the following MEMORIAL:—

To His excellency DE WITT CLINTON, Governor of the State of New-York—

The Memorial of the undersigned, a Committee of the People of the Counties of Genesee and Cattaraugus, respectfully represent.

THAT your memorialists have been appointed, by the inhabitants of the aforesaid counties, to prosecute such inquiries, and to make such representations to the government of this state as they shall deem most proper, in order to induce a critical and correct examination and survey of a route for a Canal, to connect the western section of the Grand Erie Canal with the Allegheny River.

Your memorialists have observed with great pleasure the enlarged and liberal views of your Excellency upon the subject of internal improvements; and more particularly the outline of a great system, as developed in your Excellency's late Message to the Legislature of this State;—and your memorialists have undertaken the duties of their appointment with the more alacrity from the assurance that their efforts will be countenanced and seconded by so distinguished a patron.

From the great success with which the first attempt upon this most interesting subject has been crowned, and from the present enlightened state of public opinion, your memorialists cannot, for a moment, doubt that a communication from the Erie Canal to the Allegheny River *by some route, must and will be undertaken immediately; its importance to this* STATE, *is second only to the Erie Canal itself*

No one, in the slightest degree acquainted with the geography and business of the United States, can question this position. From that portion of the Allegheny River which passes through the territory of this state, to the Gulf of Mexico, there is, or will shortly be, an uninterrupted navigation of about 2500 miles, and from the city of New-York to Lake Erie, the navigable communication will vary but little from 500 miles.

To pass without interruption, from the great Northeastern Emporium, through the midst of this vast continent, to that of the Southwest, it is only necessary to construct this connecting portion, to which we now beg leave to invite your Excellency's attention.

From a belief that the present board of Canal Commissioners have no legal authority to undertake examinations or surveys, other than such as are already authorized by law, and it being impossible at this time to anticipate the result of your Excellency's recommendation concerning a board of "Internal Improvements," your memorialists have taken the liberty to address this communication to the head of the government.—And they do it in the most perfect confidence that it will receive that attention which the subject to which it relates so eminently entitles it, and that your Excellency will communicate it, either to the legislature, or to such board as shall be organized for that purpose, accompanied by such remarks and advice as shall be most proper.

Your memorialists are aware that your Excellency's Message indicated a route for this Canal communication from the western termination of the Erie Canal, by the Conewango Creek, to the Allegheny River, and that many very respectable, and well informed men, also propose a route by the way of Genesee River to Olean.

Without wishing in the least to impugn the motives or judgment of those who have furnished information, or taken any measure concerning either of these routes, but on the contrary, applauding their zeal and public spirit, your memorialists beg leave respectfully to point out *another*, and, as they have much reason to believe *a more practicable and beneficial route.*

Several persons were appointed by a public meeting of the inhabitants of Cattaraugus county during the last fall, to make such examination of the route we have in view, as their means, and the season, would permit. One of your memorialists was of that number.

They commenced at Hamilton Village, which lies on the north bank of the Allegheny River, about eighteen miles west of the eastern boundary of the Holland Purchase. Ascending the valley of Olean and Ischua creeks, they pursued a course nearly north, to the summit of the dividing height between the waters of the Allegheny and the Lakes. The whole ascent, which is an even inclined plain, they believe does not exceed *eighty five feet.* Here they found a marshy level, from south to north, of nearly four miles, upon which is situated Lime Lake, covering about 150 acres. To the east and west, the land rises to considerable heights, and runs off in ridges between the sources of the northern and southern waters.

They there followed the outlet of *Lime Lake,* which is one of the branches of the Cattaraugus Creek, about 100 chains, down a descent of about 40 feet, to a marshy inclined plain, which descends about 30 inches in the mile, for two miles to the outlet of Beaver Lake, another branch of the Cattaraugus.

They then pursued their course over a dead level for about five miles to the junction of Clear creek, (which is the outlet of two small lakes,) with the main branch of the Cattaraugus, thence up the Cattaraugus to a lake of that name, which lies upon a large marshy level, and constitutes the dividing point between the Cattaraugus and the Tonnewanta creeks. The distance from [illegible] level is about eight miles and [illegible] about two feet per mile. This length from south to north, is about two and a half miles and the ground rises on the right and left, similar to that at Lime Lake level.

From the marsh, in which this lake is situated, rise some of the branches of the Buffalo and Tonnewanta creeks.

They commenced descending at the north end of this level, and fell about 30 feet in the first half mile. Here they found low, swampy, and level land, near one of the branches of the Buffalo. Pursuing still a northern course about two and a half miles, and descending about twenty feet, they struck the west branch of the Tonnewanta, near Chipman's mills.

Excellent quarries of good stone for locks are found in the hills and banks within a short distance of this line, at all points where locks will be required.

The existence and location of the Oil Springs, induce a reasonable belief that Coal will be found in the vicinity of this route.

These summits are by far the most interesting and important points in this whole route; and to these points the strictest attention was paid. The practicability of the project depends entirely upon a supply of water on these heights. We do not pretend to be competent judges of this important subject. But the following considerations have induced your memorialists to believe, that no serious difficulty will be found to exist on this score.

In this opening are situated *six* small lakes; all of which may easily be made to communicate with the Canal line. All of them may be raised by Dams, from four to ten feet, at a trifling expense; and when so raised, will cover a surface of more than a thousand acres. They are mostly fed by large and durable springs, and constitute the most permanent sources of the Cattaraugus, Buffalo, Ischua, and Tonnewanta creeks. When so dammed, they would, of course, be filled by the spring freshets, and their natural sources would sustain them.

These reservoirs, it is believed, will be amply sufficient for the use of the necessary locks, during any drought that may occur.

The examining committee explored this course no further than Chipman's mills, near the south line of the town of Sheldon. No difficulties are to be encountered thus far, and it is known that there are no perpendicular falls, or steep rocky banks, from this place to Attica village, a distance of about twelve miles. The stream is much of the way rapid, and there must be considerable descent; but we have no accurate knowledge of its aggregate.

From Attica village to that of Batavia, this stream is very sluggish, running through extensive and almost level flats.

Here, various routes, presenting different advantages and objections, but *all* practicable, are to be considered.

In its course from Sheldon to Batavia, the Tonnewanta runs several degrees east of north. It then bends nearly west, and runs with but little current about sixteen miles in that direction, to the falls, just above the head of the Feeder, which turns its waters into the Oak Orchard. By throwing dams across this creek at proper distances, and constructing locks at those dams and at the falls; clearing its channel of drift wood, and constructing a tow-path upon one of its banks and upon the Feeder, it would afford a cheap navigation to the lower end of the latter. From thence a Canal and several locks would be required to pass a portion of the falls in Oak Orchard creek, to within about one mile of the great culvert, under the Erie canal. Through this mile, a canal of the width and depth of the Grand Canal will be cut the next season by Mr. Evans, for the purpose of supplying mills, to be erected near that point.

This course, although far the most circuitous, would be much the cheapest. If the channel of the creek should be objected to, there is not, perhaps, in the state, a more feasible tract for excavation than the northern border of the creek, from Batavia to the Falls.

From Batavia village to Holley, on the Erie Canal, the distance on a direct line, is but about eighteen miles; and from the bend in the Tonnewanta, pursuing the direction of the creek from Sheldon to that point, a canal can be carried through to Spring Brook, which runs through a part of Stafford, and Byron, without cutting in any place more than ten feet deep; and not more than one mile and a half, will require any thing more than ordinary excavation. From this brook it is supposed there will be no difficulty in carrying it in nearly a direct line to Holley.

With very little deep cutting, it may also be taken directly north, to the Grand Canal, a distance of sixteen miles.

What the aggregate ascent will be, from the Erie Canal, to the summit level, your memorialists are unable to say. But they have no doubt but it will prove to be easier attained than those on either of the before mentioned routes. This difficulty can, and must be, overcome by locks *on some route.* And to be assured of a supply of water on that level, we deem the grand desideratum.

Your memorialists are aware that their description of the pass across the dividing height, has established the practicability of passing from that point, down the Buffalo Creek, to the termination of the Grand Canal. We do not doubt the possibility of passing from the Canal, or the Lake, to the Allegheny, in several places. There may, and perhaps ought to be, a canal communication from Lake Erie to Chautauque Lake. But how much country will be accommodated by it, which has not already easy access to navigable waters? But about seven miles; and at each end of this short canal, *the mode of navigation must be changed.*

To pass up the Buffalo Creek, would add greatly to the distance, while it would detract materially from the amount of benefits to be conferred by pursuing the course we have indicated; and at the same time, not essentially lessen the expense.

It cannot have escaped your Excellency's observation, that the stupendous work of constructing the great Northern and Western Canals, does not cost the people of this state a single dollar, *ultimately;* while they have been benefitted in its prosecution, by profitable employment, good markets for vast quantities of agricultural products for the sustenance of laborers; and the brisk circulation of immense sums of money, at a time of an alarming stagnation in business, consequent upon a sudden transition from a state of war, to a state of peace, throughout the civilized world—but on the contrary, they will derive incalculable advantages from a revenue, permanent in its source, and increasing in its amount, sufficient in all probability, to supersede all taxes, and impositions for the support of government, for all time to come.

With this great example before us, we cannot believe that a wise policy would stint the expenses of any work of this kind, which would produce a revenue equal to the interest upon the capital required to effect it, and the expense of keeping it in repair. And in determining upon so important a question, in relation to its *location,* the *greatest good of the greatest number of people* should certainly be consulted.

In reference to this branch of the subject, your memorialists beg leave to observe—that in estimating the blessings to result from the Grand Canal, the peculiar advantages afforded to the *agricultural population,* spread over the immense region through which it passes, bringing a line of country for many miles on each side, to a convenient and certain market, which before could not be reached by heavy and bulky commodities, without absorbing in expense of transportation, nearly, or quite their value, have certainly been esteemed the foremost. The mere mercantile or commercial advantages—the bare facility of transporting *merchandise,* we have always viewed as a secondary consideration.

Reasoning from these premises, your memorialists beg leave to call your Excellency's attention to the following facts—

The distance from the line of the Erie Canal to the Allegheny River is about eighty miles.

From Genesee River to the east end of Lake Erie, is about sixty-five miles. From the south eastern shore of Lake Erie to Pennsylvania line, the distance is from 20 to 30 miles, and near the centre of that tongue of land is situated Chautauque Lake, cutting it transversely almost asunder, and by its outlet affording a navigable communication with the Ohio.

The Genesee is navigable to Mount Morris, and with the exception of ten or twelve miles by the falls, can be made so nearly to the south bounds of the state.

An equal [illegible] any part of which [illegible] can drive a team from their farms to a good navigable communication, open to the markets of the whole world, and return again the same day. Trace the route we have indicated for this canal, upon a map; and then take a general view of the country from Onondaga to the western extremity of the state, and it will be seen that the opening of this—another from the head of the Seneca Lake to the Tioga, and another from Ithaca to Owego, and this immensely extensive, and productive region, will be literally within the above description.

This canal would place a beautiful and fertile region of country of eighty miles extent, nearly on a footing with the region through which the Erie Canal passes. Its population would be greatly increased—it would turn the tide of emigration which now rolls westward, beyond the bounds of the state, to the large tracts of unsettled lands upon its borders—it would render valuable and productive, more than 100,000 acres of land belonging to the state, which are now, and perhaps otherwise always will be, entirely unproductive.

It will open an additional market for more salt, than the whole quantity now manufactured at the Onondaga works. The coarse salt in particular.

It will afford a plentiful and cheap supply of Pine LUMBER, for the whole hard timber country, west of Utica, which is already, or soon will be, short, or destitute of a supply.

Great quantities of LEAD, will be brought from the west, through this canal.

GLASS will come cheaper from Pittsburgh than from any other source.

TOBACCO can be brought from Kentucky and other states, by this route.

Immense quantities of ASHES would be made and brought to market this way, which cannot now be manufactured; so expensive and difficult is the land transportation.

It would increase the trade of New-York incalculably, by opening a market for her merchandise to all west Pennsylvania, Virginia, and a part of Ohio, which cannot be so well accommodated by the Ohio canal.

The navigation of this route would be open from three to four weeks earlier in the spring, than that from Buffalo or Black Rock up Lake Erie.

The whole amount of surplus agricultural productions of this fine tract of country, would find a market through this channel.

It would enable the settlers on the Holland Purchase to pay for their Lands.

In a national point of view, it is difficult to speak justly of its importance; and particularly in case of a war with Great Britain.

It would open an uninterrupted, inland water communication, through the whole extent of the United States, from the Canada line on Lake Champlain, to the gulf of Mexico; not one rod of which would be accessible to the enemy.

For the transportation of troops, baggage, cannon, and military stores, this safe interior communication, would be of inconceivable importance.

It would greatly promote intercourse between the states; and, both by interest and sympathy, strengthen their union.

It would nearly double the revenue of the Erie Canal, by adding to the amount of its transportation.

With all these advantages, who can, for a moment, doubt that its revenue would pay the interest of the amount required for its construction?

We confidently answer, no man, who will carefully and impartially examine the subject.

Whatever merits may belong to other applications, and whatever munificence may be extended by the government to other sections of the state, we humbly conceive that this, emphatically, claims its attention.

JOSEPH M'CLURE,
DAVID BOCKES,
SIMEON CUMINGS,
SILAS FINCH.

Batavia, February 5, 1825.

CANAL POLICY.

• The fifth No. of Fulton has been forwarded to us for insertion. We have only room for the following extract:

I now proceed to present some views on the subject of railways, premising that I fully admit, that they have considerable advantages over canals, in point of expedition, less liability to obstructions or delays particularly in winter—and greater facility in the reparation. The chief objections against them are the intensity of our frosts—their heavy expense—and, more than all, the great elevation of the mountainous country intended to be passed.

How far the first objection can be overcome by sinking the blocks, on which the rail rests, to a greater depth than in England, I will not undertake to decide. It is, however, by no means improbable. In order to test this plan, an experiment on a small scale ought to be made in the course of the ensuing summer, in some elevated situation, exposed to extreme and long-continued frost, so as to ascertain the effect during the winter.

On the subject of expense, the statements are so vague, so various, and so very contradictory, that it is impossible at present to form a correct opinion in this country. The discrepancy is wholly unaccountable. An able and elaborate memorial, drawn up at Pittsburgh, estimates the expense at 8000 dollars per mile—but does not state whether for one railway for carriages proceeding westward, and another for those coming to the eastward—or for double railways in each direction, as is proposed at present in England. This is a very unfortunate omission. There cannot be a doubt that if a complete railway can be executed for 8000, or even 10,000 dollars per mile, the idea of a canal ought to be abandoned—and the utmost influence, ardour, and energies of all our citizens ought to be concentrated in favor of a grand railway through the whole route.

On what data the writer of this memorial made his calculation, I know not. A railroad is now projected between Manchester and Liverpool, the distance 33 miles, and the ground more that usually favorable for the purpose—incomparably more so than the ground between Columbia and Pittsburgh, and about equal to that from Philadelphia to the former place. It is admitted by its friends that the cost will be £400,000, or, per mile, about £12000, equal to $54,000. Accordingly the subscription is for 4000 shares at £100 each. On this scale of expense, a rail road from Philadelphia to Pittsburgh, would cost $16,200,000! A single railway going, and another returning would cost rather more than half the money—as some considerable items of expense would be the same in both cases.

When we take into view the low rate of interest in Great Britain—her skill and experience on the subject—and the cheapness of labor, it can scarcely be doubted, that a railway in Pennsylvania would cost at least 25 per cent. more than in that country.

Mr. Gray, a zealous advocate for a general rail road System in Great Britain, admits that £12,000, sterling per mile are necessary for a rail road from London to Newcastle 200 miles being £2,400,000, or $10,800,000. This is calculated for two railways going and two coming.

A rail road is projected between Liverpool and Birmingham, the distance 90 miles—and the expense estimated at £600,000, sterling, or $2,700,000, equal to $30,000 per mile.

But in the Artist's Manual published in 1824, in this city, the whole expense of a rail road, "exclusive of bridges, culverts, or any extra expense for deep cutting or high embankments, is estimated at £9000, or £1000, per mile." This is equal to about $9000 for a double railway, with the above exclusion.

The Supplement to the Encyclopædia Brittannica, recently published, states the expense of a certain rail road therein mentioned, but not particularly described, at £660, sterling per mile—but immediately adds, "when there are considerable embankments to form, bridges to build, and deep cutting, the expense may rise to 4, or 6000*l*." It is not, however, stated, whether in the latter case, there is to be a double or quadruple railway.

From the foregoing views, it must be obvious, that we are much in the dark on this subject—and that every principle of prudence and common sense dictates a total suspension of opinions until more light is shed on it. Fortunately the period of suspense will not be of long duration: as "the Pennsylvania Society for the promotion of Internal Improvement" has commissioned an enlightened civil engineer to proceed to Europe, to procure information on the construction of roads, railways, bridges, canals, steam engines, and every other subject, in this department, calculated to promote the prosperity of the state. Railways will be among the earliest objects of his inquiries—and all the information that he can procure, will probably reach this country in July or August, which will be early enough to enable those, who are to have the direction of the great object in contemplation, to form sound views, and produce salutary results.

Foreign News.

Latest from England.—The ship Spartan, Capt. Carman, arrived at New-York, from Havre, via Dartmouth, in 32 days.

London, Jan. 5.---It is asserted that the British Minister at Lisbon, (Sir Wm. A'Court,) has peremptorily demanded the dismissal of General Pampalona, Minister of War. It is thought that the independence of the Brazils, with the modification dictated by England, will be acknowledged by Portugal.

It is currently reported in the city, that the recognition of the South American States, by Great Britain is to be immediately followed by a similar acknowledgement of their independence by France. From the avowed determination of the French government to concur, in the general policy of England, it may be inferred that the decision of the British government on a point so important to the preservation of tranquillity in Europe, has not been taken without the concurrence of at least the great commercial powers. The die is now cast, and old Spain may henceforth be considered as irrevocably separated from her South American Colonies.

Steam Boats are to be employed by the General Steam Navigation Company of London, in towing merchant vessels between the mouth of the Seine and Rouen, by Special permisson of the French government.

Greece.---The fortress of Patras is completely invested by Gen. Colocotroni, with 7000 men, and 13 Spezziot vessels cut off communication by sea. The Turkish garrison were few and ill furnished, and was expected to capitulate. A plan was preparing for storming the place in a few days, and the possession of it will be of vast importance to the Greeks, as this is the only port through which an invading army could threaten the Morea from the sea.

FROM DUBLIN.

By the brig Galaxy, we have Dublin papers to the 5th January, inclusive. We have only room to state, that the bill preferred against Mr. O'Connel, for sedition, was *ignored* by the Grand Jury, after an investigation of four hours.

[*New-York Evening Post.*

UNION CANAL LOTTERY,

FIFTEENTH CLASS—NEW SERIES,

Will positively be drawn on the 9th of March, 1825, and finished in a few minutes.

Sixty Nos.—Eight numbers to be drawn.

Scheme.

1	Prize of	$30,000	is	$30,000
1	"	10,000	is	10,000
2	"	5,000	is	10,000
2	"	2,128	is	4,256
20	"	1,000	is	20,000
30	"	500	is	15,000
52	"	100	is	5,200
104	"	50	is	5,200
1300	"	16	is	20,800
10608	"	8	is	84,864
12,120	Prizes.			$205,820
22,100	Blanks.			

TICKETS $7.

Halves $3 50 | *Quarters* $1 75

FOR SALE AT THE
BOOKSTORE
OF
Eichbaum & Johnston,
In Market, between Second and Third Street
PITTSBURGH.

January 14, 1825.

The Pittsburgh Gazette.

FRIDAY MORNING, FEBRUARY 25, 1825.

FROM HARRISBURGH.

Extract to the Editor of the Pittsburgh Gazette.

"Harrisburgh, February 12, 1825.

"This has really been a week of storms, in the Legislature, if not in the natural horizon. We have had incorporation storms and internal improvement storms, and points of order storms.

"The business of taking from the coal company, incorporated by the Legislature of New-York, the lands held by them in Schuylkill county, has been zealously taken up by able members in both branches of the Legislature. The words New-York and coal company have, from this act of presumption on the part of that state, acquired a sort of talismanic power, and are used to prevent the incorporation of any and all coal companies. On the bill to incorporate the Schuylkill coal company, there has been more debate than you would suppose the case susceptible of.

"The gentlemen composing the Board for the Internal Improvement of the state, have disagreed in their views, both as respects their duties and the practicability of routes. The act under which they have been appointed, makes it their duty to examine the different routes by which it has been proposed to connect the eastern and the western waters. On the examination of one route alone—that by the Juniata and Conemaugh—two of the commissioners undertook to recommend it in their Report. The other commissioner dissents, and is to make out his report in a few days.

"We had another instance of Speaker Sutherland's dignity on Thursday, in the discussion of a question upon a point of order. Mr. Speaker made two or three long palavers in support of his decision; and when other members were speaking he would attempt to blunt the effect of their remarks by nods and putting in a word, such as you may have seen practised by cunning members of the bar. He carried the day, in opposition to rule, reason and precedent.

"Heavy charges have been substantiated against the Judges, before the committees of inquiry; but whether their misconduct has proceeded from ignorance or depravity is the question. They are certainly all very feeble men."

The following article is copied from the Washington City "National Journal," which will no doubt be the official paper, during the administration of Mr. Adams.

The Crisis.—The Presidential question is now at rest, and the crisis makes a powerful appeal to the patriotism of all parties. We have one common country, one common interest. Upon the altar of that country let us lay all personal disappointments, all personal resentments, and make of them a sacrifice to the public good. The smoke of that sacrifice will ascend up gratefully to Heaven, as a testimony of our purity and love of country; and posterity will bless the age that had the magnanimity to make it.—And who is there among us that is not capable of making it for such a country as ours? A country manifestly called by the Almighty to a destiny which Greece and Rome, in the days of their pride, might have envied—the destiny of holding up to a benighted and struggling world the great example of the government of a people by the people themselves—the illustrious example of a *free government;*—the destiny of regenerating, by our example, a fallen world, and "restoring to man his long lost rights." Who is there that would put aside from his country this proud destiny?

Who is there, that would forego the holy triumph of having the chains fall, throughout Europe, throughout the world, and seeing emancipated man, every where, springing up in the image in which God created him? Who would be the guilty parricide to mar that triumph, by sacrificing it to the low, the groveling purposes of party resentment and party revenge? The cause of our country is the cause of the world, "This is the time that *will* try the souls of men."—A broad line will now be drawn before the eyes of the whole nation, between the *selfish* and the *patriotic.* Professions will no longer blind us. Declamation can no longer cheat us. The tree will be known by its fruits. We shall see by their actions who are the *true republicans:* who are those who sincerely and cheerfully acquiesce in the sense of the nation constitutionally expressed, and who will fairly and generously put their shoulders to the wheels to help forward the proper action of government; and who are those, on the contrary, who, with professions of acquiescence and the public good upon their lips, still nourish their dissappointments and their resentments in secret, and, in the prostituted name of their country, combine to form an opposition for the base and selfish purpose of party.

Of the latter, we hope and frankly believe that there will be *none*, or, if any, that they will be so few, and of characters so marked, that the obviousness of their purpose will render their efforts abortive.—The dignified deportment of Congress, on Wednesday last, gave a noble pledge, and set a noble example to the whole nation. Let us resolve to follow it. Let us all, who are men, stand for our country, and for the great cause of human liberty throughout the world, and leave *party* to the vermin which *party alone* has engendered.

These confederated States have risen above the horizon like a constellation of suns, and the world has started up from the slumber of ages to admire the splendid phenomenon....to watch and to imitate.—The charm has begun to work. "The land of Epaminondas and Aristides" has risen from the dead, and shines in all the glory of a resurrection to immortality. Where is the traitor to the cause of his fellow-man that would if he could, dissolve the charm, or endanger its success, by attempting to resist the march of the country which leads the way. If there be any such let him prepare for the infamy which inevitably awaits him.

From the National Intelligencer.

Dinner to General Jackson.—A number of gentlemen, now in this city, from different parts of the Union, wishing to manifest their respect towards general Jackson, after the decision of the presidential question, met together for the purpose of offering him a public dinner on the occasion. The following note will explain the delicate and high-minded sense of propriety of the Hero's refusal:

Gentlemen: I have received your polite invitation in behalf of yourselves and a number of citizens "in this city, from different states in the Union," to partake of a public entertainment to-morrow. For your politeness, I pray accept my thanks. I cannot refrain from suggesting to you and my friends the propriety, perhaps necessity, of forbearing to confer upon me, at this moment, any such prominent mark of your regard. You cannot, I am persuaded, mistake my meaning. A decision of a matter, about which much public feeling and concern has been manifest, very lately has taken place. Any evidence of kindness and regard, such as you purpose, might, by many, be viewed as conveying with it exception, murmuring and feelings of complaint, which I sincerely hope belong not to any of my friends. I would, therefore, beg leave to suggest to you, that on reflection, you may deem it proper to forbear any course to which, possibly, exception might be taken.

Please to accept my thanks, and tender them to the gentlemen respectively.

ANDREW JACKSON.

February 10, 1825.

At a meeting of a number of Citizens, of the County of Genesee held, at Humphrey's Brick Hotel in the Village of Batavia, on the 3d of February, 1825, to consider the propriety of taking measures to obtain a Survey of a Route for a Canal from the Erie Canal to Olean—Gen. E. Towner was called to the Chair, and D. H. Chandler, Esq. appointed Secretary—it was

Resolved, That there be a Committee of three appointed to confer with the Committee from Cattaraugus, on the subject of the contemplated Canal; and, in conjunction with them, to take all means in their power to ascertain whether there is a reasonable probability that a route by the way of the Tonnewanta and Ischua creeks would be practicable; and if so, to prepare and present to the government of this state, a memorial, praying for such Survey.

Resolved, That David Canfield, Simeon Cumings, and S Finch, be such a committee.

The said Committee having met Col. Jos. M'Clure and David Bockes, Esqrs. the Committee from Cattaraugus County, who had come to this place to solicit the co-operation of the people of Genesee in this important concern; and having examined the field notes and description of the said route, as taken by Col. M'Cluer and others during the last fall, in an actual examination of the country, from the Allegheny River to Chipman's Mills, in the town of Sheldon, in Genesee County, unanimously agreed to the following MEMORIAL:—

To His excellency DE WITT CLINTON, Governor of the State of New-York—

The Memorial of the undersigned, a Committee of the People of the Counties of Genesee and Cattaraugus, respectfully represent.

THAT your memorialists have been appointed, by the inhabitants of the aforesaid counties, to prosecute such inquiries, and to make such representations to the government of this state as they shall deem most proper, in order to induce a critical and correct examination and survey of a route for a Canal, to connect the western section of the Grand Erie Canal with the Allegheny River.

Your memorialists have observed with great pleasure the enlarged and liberal views of your Excellency upon the subject of internal improvements; and more particularly the outline of a great system, as developed in your Excellency's late Message to the Legislature of this State;—and your memorialists have undertaken the duties of their appointment with the more alacrity from the assurance that their efforts will be countenanced and seconded by so distinguished a patron.

From the great success with which the first attempt upon this most interesting subject has been crowned, and from the present enlightened state of public opinion, your memorialists cannot, for a moment, doubt that a communication from the Erie Canal to the Allegheny River *by some route, must and will be undertaken immediately; its importance to this* STATE, *is second only to the Erie Canal itself.*

No one, in the slightest degree acquainted with the geography and business of the United States, can question this position. From that portion of the Allegheny River which passes through the territory of this state, to the Gulf of Mexico, there is, or will shortly be, an uninterrupted navigation of about 2500 miles, and from the city of New-York to Lake Erie, the navigable communication will vary but little from 500 miles.

To pass without interruption, from the great Northeastern Emporium, through the midst of this vast continent, to that of the Southwest, it is only necessary to construct this connecting portion, to which we now beg leave to invite your Excellency's attention.

From a belief that the present board of Canal Commissioners have no legal authority to undertake examinations or surveys, other than such as are already authorized by law, and it being impossible at this time to anticipate the result of your Excellency's recommendation concerning a board of "Internal Improvements," your memorialists have taken the liberty to address this communication to the head of the government.—And they do it in the most perfect confidence that it will receive that attention which the subject to which it relates so eminently entitles it, and that your Excellency will communicate it, either to the legislature, or to such board as shall be organized for that purpose, accompanied by such remarks and advice as shall be most proper.

Your memorialists are aware that your Excellency's Message indicated a route for this Canal communication from the western termination of the Erie Canal, by the Conewango Creek, to the Allegheny River, and that many very respectable, and well informed men, also propose a route by the way of Genesee River to Olean.

Without wishing in the least to impugn the motives or judgment of those who have furnished information, or taken any measure concerning either of these routes, but on the contrary, applauding their zeal and public spirit, your memorialists beg leave respectfully to point out *another*, and, as they have much reason to believe *a more practicable and beneficial route.*

Several persons were appointed by a public meeting of the inhabitants of Cattaraugus county during the last fall, to make such examination of the route we have in view, as their means, and the season, would permit. One of your memorialists was of that number.

They commenced at Hamilton Village, which lies on the north bank of the Allegheny River, about eighteen miles west of the eastern boundary of the Holland Purchase. Ascending the valley of Olean and Ischua creeks, they pursued a course nearly north, to the summit of the dividing height between the waters of the Allegheny and the Lakes. The whole ascent, which is an even inclined plain, they believe does not exceed *eighty five feet.* Here they found a marshy level, from south to north, of nearly four miles, upon which is situated Lime Lake, covering about 150 acres. To the east and west, the land rises to considerable heights, and runs off in ridges between the sources of the northern and southern waters.

They there followed the outlet of Lime Lake, which is one of the branches of the Cattaraugus Creek, about 100 chains, down a descent of about 40 feet, to a marshy inclined plain, which descends about 30 inches in the mile, for two miles to the outlet of Beaver Lake, another branch of the Cattaraugus.

They then pursued their course over a dead level for about five miles to the junction of Clear creek, (which is the outlet of two small lakes,) with the main branch of the Cattaraugus; thence up the Cattaraugus to a lake of that name, which lies upon a large marshy level, and constitutes the dividing point between the Cataraugus and the Tonnewanta creeks. The distance from Clear creek to this level is about eight miles, and the ascent about two feet per mile. This level from south to north, is about two and a half miles; and the ground rises on the right and left, similar to that at Lime Lake level.

From the marsh, in which this lake is situated, rise some of the branches of the Buffalo and Tonnewanta creeks.

They commenced descending at the north end of this level, and fell about 30 feet in the first half mile. Here they found low, swampy, and level land, near one of the branches of the Buffalo. Pursuing still a northern course about two and a half miles, and descending about twenty feet, they struck the west branch of the Tonnewanta, near Chipman's mills.

Excellent quarries of good stone for locks are found in the hills and banks within a short distance of this line, at all points where locks will be required.

The existence and location of the Oil Springs, induce a reasonable belief that Coal will be found in the vicinity of this route.

These summits are by far the most interesting and important points in this whole route; and to these points the strictest attention was paid. The practicability of the project depends entirely upon a supply of water on these heights. We do not pretend to be competent judges of this important subject. But the following considerations have induced your memorialists to believe, that no serious difficulty will be found to exist on this score.

In this opening are situated *six* small lakes; all of which may easily be made to communicate with the Canal line. All of them may be raised by Dams, from four to ten feet, at a trifling expense; and when so raised, will cover a surface of more than a thousand acres. They are mostly fed by large and durable springs; and constitute the most permanent sources of the Catarangus, Buffalo, Ischua, and Tonnewanta creeks. When so dammed, they would, of course, be filled by the spring freshets, and their natural sources would sustain them.

These reservoirs, it is believed, will be amply sufficient for the use of the necessary locks, during any drought that may occur.

The examining committee explored this course no further than Chipman's mills, near the south line of the town of Sheldon. No difficulties are to be encountered thus far, and it is known that there are no perpendicular falls, or steep rocky banks, from this place to Attica village, a distance of about twelve miles. The stream is much of the way rapid, and there must be considerable descent; but we have no accurate knowledge of its aggregate.

From Attica village to that of Batavia, this stream is very sluggish, running through extensive and almost level flats.

Here, various routes, presenting different advantages and objections, but *all* practicable, are to be considered.

In its course from Sheldon to Batavia, the Tonnewanta runs several degrees east of north. It then bends nearly west, and runs with but little current about sixteen miles in that direction, to the falls, just above the head of the Feeder, which turns its waters into the Oak Orchard. By throwing dams across this creek at proper distances, and constructing locks at those dams and at the falls; clearing its channel of drift wood, and constructing a tow-path upon one of its banks and upon the Feeder, it would afford a cheap navigation to the lower end of the latter. From thence a Canal and several locks would be required to pass a portion of the falls in Oak Orchard creek, to within about one mile of the great culvert, under the Erie canal. Through this mile, a canal of the width and depth of the Grand Canal will be cut the next season by Mr. Evans, for the purpose of supplying mills, to be erected near that point.

This course, although far the most circuitous, would be much the cheapest. If the channel of the creek should be objected to, there is not, perhaps, in the state, a more feasible tract for excavation than the northern border of the creek, from Batavia to the Falls.

From Batavia village to Holley, on the Erie Canal, the distance on a direct line, is but about eighteen miles; and from the bend in the Tonnewanta, pursuing the direction of the creek from Sheldon to that point, a canal can be carried through to Spring Brook, which runs through a part of Stafford, and Byron, without cutting in any place more than ten feet deep; and not more than one mile and a half, will require any thing more than ordinary excavation. From this brook it is supposed there will be no difficulty in carrying it in nearly a direct line to Holley.

With very little deep cutting, it may also be taken directly north, to the Grand Canal, a distance of sixteen miles.

What the aggregate ascent will be, from the Erie Canal, to the summit level, your memorialists are unable to say. But they have no doubt but it will prove to be easier attained than those on either of the before mentioned routes. This difficulty can, and must be, overcome by locks *on some route.* And to be assured of a supply of water on that level, we deem the grand desideratum.

Your memorialists are aware that their description of the pass across the dividing height, has established the practicability of passing from that point, down the Buffalo Creek, to the termination of the Grand Canal. We do not doubt the possibility of passing from the Canal, or the Lake, to the Allegheny, in several places. There may, and perhaps ought to be, a canal communication from Lake Erie to Chatauque Lake. But how much *country* will be accommodated by it, which has not already easy access to navigable waters? But about seven miles; and at each end of this short canal, *the mode of navigation must be changed.*

To pass up the Buffalo Creek, would add greatly to the distance, while it would detract materially from the amount of benefits to be conferred by pursuing the course we have indicated; and at the same time, not essentially lessen the expense.

It cannot have escaped your Excellency's observation, that the stupendous work of constructing the great Northern and Western Canals, does not cost the people of this state a single dollar, *ultimately;* while they have been benefitted in its prosecution, by profitable employment, good markets for vast quantities of agricultural products for the sustenance of laborers; and the brisk circulation of immense sums of money, at a time of an alarming stagnation in business, consequent upon a sudden transition from a state of war, to a state of peace, throughout the civilized world—but on the contrary, they will derive incalculable advantages from a revenue, permanent in its source, and increasing in its amount, sufficient in all probability, to supersede all taxes, and impositions for the support of government, for all time to come.

With this great example before us, we cannot believe that a wise policy would stint the expenses of any work of this kind, which would produce a revenue equal to the interest upon the capital required to effect it, and the expense of keeping it in repair. And in determining upon so impotant a question, in relation to its *location*, the *greatest good of the greatest number of people* should certainly be consulted.

In reference to this branch of the subject, your memorialists beg leave to observe—that in estimating the blessings to result from the Grand Canal, the peculiar advantages afforded to the *agricultural population*, spread over the immense region through which it passes, bringing a line of country for many miles on each side, to a convenient and certain market, which before could not be reached by heavy and bulky commodities, without absorbing in expense of transportation, nearly, or quite their value, have certainly been esteemed the foremost. The mere mercantile or commercial advantages—the bare facility of transporting *merchandise*, we have always viewed as a secondary consideration.

Reasoning from these premises, your memorialists beg leave to call your Excellency's attention to the following facts:—

The distance from the line of the Erie Canal to the Allegheny River is about eighty miles.

From Genesee River to the east end of Lake Erie, is about sixty-five miles. From the south eastern shore of Lake Erie to Pennsylvania line, the distance is from 20 to 50 miles; and near the centre of that tongue of land is situated Chatauque Lake, cutting it transversely almost asunder, and by its outlet affording a navagable communication with the Ohio.

The Genesee is navigable to Mount Morris; and with the exception of ten or twelve miles by the falls, can be made so nearly to the south bounds of the state.

An agricultural country may be said to be well accommodated, the inhabitants of any part of which, can drive a team from their homes to a good navigable communication, open to the markets of the whole world, and return again the same day. Trace the route we have indicated for this canal, upon a map; and then take a general view of the country from Onondaga to the western extremity of the state, and it will be seen that the opening of this—another from the head of the Seneca Lake to the Tioga, and another from Ithaca to Owego, and this immensely extensive, and productive region, will be literally within the above description.

This canal would place a beautiful and fertile region of country of eighty miles extent, nearly on a footing with the region through which the Erie Canal passes. Its population would be greatly increased—it would turn the tide of emigration which now rolls westward, beyond the bounds of the state, to the large tracts of unsettled lands upon its borders—it would render valuable and productive, more than 100,000 acres of land belonging to the state, which are now, and perhaps otherwise always will be, entirely unproductive.

It will open an additional market for more salt, than the whole quantity now manufactured at the Onondaga works. The coarse salt in particular.

It will afford a plentiful and cheap supply of Pine LUMBER, for the whole hard timber country, west of Utica, which is already, or soon will be, short, or destitute of a supply.

Great quantities of LEAD, will be brought from the west, through this canal.

GLASS will come cheaper from Pittsburgh than from any other source.

TOBACCO can be brought from Kentucky and other states, by this route.

Immense quantities of ASHES would be made and brought to market this way, which cannot now be manufactured; so expensive and difficult is the land transportation.

It would increase the trade of New-York incalculably, by opening a market for her merchandise to all west Pennsylvania, Virginia, and a part of Ohio, which cannot be so well accommodated by the Ohio canal.

The navigation of this route would be open from three to four weeks earlier in the spring, than that from Buffalo or Black Rock up Lake Erie.

The whole amount of surplus agricultural productions of this fine tract of country, would find a market through this channel.

It would enable the settlers on the Holland Purchase to pay for their Lands.

In a national point of view, it is difficult to speak justly of its importance; and particularly in case of a war with Great Britain.

It would open an uninterrupted, inland water communication, through the whole extent of the United States, from the Canada line on Lake Champlain, to the gulf of Mexico; not one rod of which would be accessible to the enemy.

For the transportation of troops, baggage, cannon, and military stores, this safe interior communication, would be of inconceivable importance.

It would greatly promote intercourse between the states; and, both by interest and sympathy, strengthen their union.

It would nearly double the revenue of the Erie Canal, by adding to the amount of its transportation.

With all these advantages, who can, for a moment, doubt that its revenue would pay the interest of the amount required for its construction?

We confidently answer, no man, who will carefully and impartially examine the subject.

Whatever merits may belong to other applications, and whatever munificence may be extended by the government to other sections of the state, we humbly conceive that this, emphatically, claims its attention.

JOSEPH M'CLURE,
DAVID BOCKES,
SIMEON CUMINGS,
SILAS FINCH.

Batavia, February 5, 1825.

CANAL POLICY.

The fifth No. of Fulton has been forwarded to us for insertion. We have only room for the following extract:

I now proceed to present some views on the subject of railways, premising that I fully admit, that they have considerable advantages over canals, in point of expedition, less liability to obstructions or delays particularly in winter—and greater facility in the reparation. The chief objections against them are the intensity of our frosts—their heavy expense—and, more than all, the great elevation of the mountainous country intended to be passed.

How far the first objection can be overcome by sinking the blocks, on which the rail rests, to a greater depth than in England, I will not undertake to decide. It is, however, by no means improbable. In order to test this plan, an experiment on a small scale ought to be made in the course of the ensuing summer, in some elevated situation, exposed to extreme and long-continued frost, so as to ascertain the effect during the winter.

On the subject of expense, the statements are so vague, so various, and so very contradictory, that it is impossible at present to form a correct opinion in this country. The discrepancy is wholly unaccountable. An able and elaborate memorial, drawn up at Pittsburgh, estimates the expense at 8000 dollars per mile—but does not state whether for one railway for carriages proceeding westward, and another for those coming to the eastward—or for double railways in each direction, as is proposed at present in England. This is a very unfortunate omission. There cannot be a doubt that if a complete railway can be executed for 8000, or even 10,000 dollars per mile, the idea of a canal ought to be abandoned—and the utmost influence, ardour, and energies of all our citizens ought to be concentrated in favor of a grand railway through the whole route.

On what data the writer of this memorial made his calculation, I know not. A railroad is now projected between Manchester and Liverpool, the distance 33 miles, and the ground more that usually favorable for the purpose—incomparably more so than the ground between Columbia and Pittsburgh, and about equal to that from Philadelphia to the former place. It is admitted by its friends that the cost will be £400,000, or, per mile, about £12000, equal to $54,000. Accordingly the subscription is for 4000 shares at £100 each. On this scale of expense, a rail road from Philadelphia to Pittsburgh, would cost $16,200,000! A single railway going, and another returning would cost rather more than half the money—as some considerable items of expense would be the same in both cases.

When we take into view the low rate of interest in Great Britain—her skill and experience on the subject—and the cheapness of labor, it can scarcely be doubted, that a railway in Pennsylvania would cost at least 25 per cent. more than in that country.

Mr. Gray, a zealous advocate for a general rail road System in Great Britain, admits that £12,000, sterling per mile are necessary for a rail road from London to Newcastle 200 miles being £2,400,000, or $10,800,000. This is calculated for two railways going and two coming.

A rail road is projected between Liverpool and Birmingham, the distance 90 miles—and the expense estimated at £600,000, sterling, or $2,700,000, equal to $30,000 per mile.

But in the Artist's Manual published in 1824, in this city, the whole expense of a rail road, "exclusive of bridges, culverts, or any extra expense for deep cutting or high embankments, is estimated at £9000, or £1000, per mile." This is equal to about $9000 for a double railway, with the above exclusion.

The Supplement to the Encyclopædia Brittannica, recently published, states the expense of a certain rail road therein mentioned, but not particularly described, at £660, sterling per mile—but immediately adds, "when there are considerable embankments to form, bridges to build, and deep cutting, the expense may rise to 4, or 6000*l.*" It is not, however, stated, whether in the latter case, there is to be a double or quadruple railway.

From the foregoing views, it must be obvious, that we are much in the dark on this subject—and that every principle of prudence and common sense dictates a total suspension of opinions until more light is shed on it. Fortunately the period of suspense will not be of long duration: as "the Pennsylvania Society for the promotion of Internal Improvement" has commissioned an enlightened civil engineer to proceed to Europe, to procure information on the construction of roads, railways, bridges, canals, steam engines, and every other subject, in this department, calculated to promote the prosperity of the state. Railways will be among the earliest objects of his inquiries—and all the information that he can procure, will probably reach this country in July or August, which will be early enough to enable those, who are to have the direction of the great object in contemplation, to form sound views, and produce salutary results.

Foreign News.

Latest from England.—The ship Spartan, Capt. Carman, arrived at New-York, from Havre, via Dartmouth, in 32 days.

London, Jan. 5.---It is asserted that the British Minister at Lisbon, (Sir Wm. A'Court,) has peremptorily demanded the dismissal of General Pampalona, Minister of War. It is thought that the independence of the Brazils, with the modification dictated by England, will be acknowledged by Portugal.

It is currently reported in the city, that the recognition of the South American States, by Great Britain is to be immediately followed by a similar acknowledgement of their imdependence by France. From the avowed determination of the French government to concur, in the general policy of England, it may be inferred that the decision of the British government on a point so important to the preservation of tranquillity in Europe, has not been taken without the concurrence of at least the great commercial powers. The die is now cast, and old Spain may henceforth be considered as irrevocably separated from her South American Colonies.

Steam Boats are to be employed by the General Steam Navigation Company of London, in towing merchant vessels between the mouth of the Seine and Rouen, by Special permisson of the French government.

Greece.---The fortress of Patras is completely invested by Gen. Colocotroni, with 7000 men, and 13 Spezziot vessels cut off communication by sea. The Turkish garrison were few and ill furnished, and was expected to capitulate. A plan was preparing for storming the place in a few days, and the possession of it will be of vast importance to the Greeks, as this is the only port through which an invading army could threaten the Morea from the sea.

FROM DUBLIN.

By the brig Galaxy, we have Dublin papers to the 5th January, inclusive. We have only room to state, that the bill preferred against Mr. O'Connel, for sedition, was *ignored* by the Grand Jury, after an investigation of four hours.

[*New-York Evening Post.*

UNION CANAL LOTTERY,

FIFTEENTH CLASS—NEW SERIES,

Will positively be drawn on the 9th of March, 1825, and finished in a few minutes.

Sixty Nos.—Eight numbers to be drawn.

Scheme.

1	Prize of	$30,000	is	$30,000
1	"	10,000	is	10,000
2	"	5,000	is	10,000
2	"	2,128	is	4,256
20	"	1,000	is	20,000
30	"	500	is	15,000
52	"	100	is	5,200
104	"	50	is	5,200
1300	"	16	is	20,800
10608	"	8	is	84,864
12,120	Prizes.			$205,820
22,100	Blanks.			

TICKETS $7.

Halves $3 50 | *Quarters* $1 75

FOR SALE AT THE
BOOKSTORE
OF
Eichbaum & Johnston,
In Market, between Second and Third Street
PITTSBURGH.
January 14, 1825.

PITTSBURGH.

FRIDAY, FEB. 25, 1825.

THE EFFIGY BURNING.

On Tuesday, the 15th inst. the Grand Jury of the city of Pittsburgh, under the direction of the Mayor's Court, went into the investigation of the late burning of the effigy of Henry Clay, and on the Friday following, after a laborious inquiry, found a bill for a riot against John M'Farland, Robert M'Farland, Jonathan M'Cardy, John Murphy, George Gochran, Edward Patchell, and William Wright.

On Saturday morning the trial of the cause before the Traverse Jury commenced. On Tuesday evening the Jury retired to their room, and remained there until Wednesday evening, when they appeared in court, and reported that one of the jurors was very unwell, and that they would never agree. The Court, in consideration of the sickness of the juror, discharged the jury, and ordered this fact to be entered on the minutes of the Court; and ordered the defendants to enter into recognizance for their appearance at the next session.

After the jury were discharged, the attorney-general, with leave of the Court, entered a *nolle prosequi* as to William Wright.

Counsel for the Commonwealth, Messrs. Wilkins, att'y-genl. and Biddle—Mr. A. S. T. Mountain appeared specially for General Patchell, and Messrs. Snowden, Pius, Kingston, Burke, E. J. Roberts and J. M. Riddle, were counsel for the Defendants generally.

JUNIATA CANAL.

Extract of a letter from John Blair, Esq. to a gentleman of this city—communicated for insertion in the Pittsburgh Gazette.

Blair's Gap, February 16, 1825.

Dear Sir,—In answering your queries, I have thought it best to take the first five together, and answer them by a general account of the Juniata, Conemaugh, Kiskemenitas, &c. and the mountain and tunnel between the eastern and western waters.

The measured distance on the Turnpike, from Harrisburgh to opposite the mouth of Juniata, is 14½ miles. The distance by the Susquehanna is about the same, (the road going for the most part on the river bank,) measured on Howell's map, 14½ miles.

From the mouth of Juniata to Lewistown,		41 "
From Lewistown to the mouth of Raystown Branch,		37 "
From the mouth of Raystown Branch to Huntingdon,		3 "
From Huntingdon to Old Frankstown, or Forks of Frankstown Branch,		29 "
From Harrisburgh to the last mentioned place the rise is	600 feet.	6 "
From thence to Blair's Gap	306 "	4½ "
From Blair's Gap to the east end of the tunnel	639 "	
Rise from Harrisburgh to east end of the tunnel	1545 "	
From the east end of the tunnel the rise is, to the summit of Allegheny mountain,	754 "	
	2299 "	
From the east to the west end of the tunnel (level) less than		4 "
From the west end of the tunnel to the south fork of Conemaugh,		7 "
From south fork to Johnstown, (mouth of Stony Creek,)		13 "
From Johnstown to Blairsville,		25 "
From Blairsville to mouth of Blacklick,		3 "
From the mouth of Blacklick to the mouth of Loyalhanna,		10½ "
Here the Conemaugh assumes the name of Kiskemenitas.		
From the mouth of Loyalhanna to the mouth of Kiskemenitas,		19½ "
And from the mouth of Loyalhanna to Pittsburgh.		26 "
		243 miles.

The above distances are given from a measurement of the meanders of the rivers on Howell's map of Pennsylvania, except from Old Frankstown to the west end of the tunnel, which, as well as the levels, are taken from the Canal Commissioners' notes: the Commissioners made a similar measurement on Melish's map, and made the distance 259 miles. It cannot be expected that either are minutely accurate, but I believe neither are far from the truth, on a comparison with the distances by land; and therefore may answer for general purposes.

To the sixth query I would answer, that all the streams proposed by the Commissioners to be brought to the level of the tunnel at the east end, lie at the north side, the furthest at the distance of about four miles; but will be considerably more when they are carried round the intervening points of hills that lie between them. Those streams, together with the stream coming out of this Gap, in the lowest time of water this fall, yielded six cubic feet per second. At the west end of the tunnel, the farthest stream proposed to be used as a feeder is the south fork of Conemaugh, which, you will see above, is seven miles south of the tunnel at its mouth, but as this stream must be taken off a considerable distance above its mouth, and some hills between that and the west end of the tunnel will have to be gone round with the feeder to preserve the level, it is likely the length of the feeder will exceed twelve miles: the whole of the streams that can be brought to the west end of the tunnel, at the lowest time of water last fall, yielded thirty-four cubic feet of water per second, making the whole of the streams that can be thrown on the summit level forty cubic feet per second, and should this prove too small a supply, the deficiency can be easily made up by reservoirs on the Laurel Swamp that lies north of the west end of the tunnel, and above its level, and of which you will see a more particular description in my letter to the Secretary of the Society for promoting Internal Improvement within the Commonwealth.

The seventh query is answered in the answer to the first five.

To the eighth query I would answer, that I do not know the quantity of Salt made on the Conemaugh and Kiskemenitas; but have heard it said that there is above one thousand bushels per day manufactured by the works immediately on the river. This, I should think, is a low estimate, judging from the quantities which I have been told are manufactured daily by the new works on the Kiskemenitas: but of this and any other matter respecting the manufacture of Salt, you can have ample and correct information by applying to Mr. Andw. Boggs,* who is extensively engaged in the manufacture, and is moreover a great friend to canaling.

Our country is now supplied with Conemaugh Salt as far as Bellefonte and Huntingdon, and some goes as far east as Lewistown. The quantity is considerable, but I have no means of estimating the amount with any degree of accuracy; but from the notice I have taken of what passes this place, I should suppose it exceeds 10,000 barrels yearly: the price is generally from four dollars to four dollars and fifty cents, but has been sold this winter at three dollars and a half per barrel.

As to your ninth query, respecting the quantity of Pig and Bar Iron, my information will be rather circumstantial than precise. There is now in operation, on the waters of the Juniata, 15 Forges, 6 Furnaces, and 2 Rolling and Slitting Mills, all but 4 Forges, 1 Slitting Mill, and 2 Furnaces, are within the county of Huntingdon. Several of those Forges make above 300 tons of Bar Iron annually; some do not make so much; but rating them all at 200 tons annually, would produce 3000 in the year. Some years back, a considerable portion of this Iron was sent down the Juniata and Susquehanna to Philadelphia and Baltimore; but it now all goes to the westward, except a small portion of that made at Dr. Schoenberger's lower Forge, which is sent to Harper's Ferry. From the 6 Furnaces now in operation on the waters of the Juniata, I believe there is no Pig metal now sending to the west, except from the Furnace of Dr. Shoenberger; but a number of the Forges are making their metal into Blooms, and sending it to Pittsburgh in that state, to be rolled into Bar Iron, which greatly increases the quantity over what it would be did they draw it into Bars at the Forges. What the increase will amount to by this latter mode of making Iron I cannot say. Dr. Schoenberger, who now lives in Pittsburgh, and is engaged in making Iron after this manner, can fully inform you: my impression is that it will increase the quantity one half with all those who use this mode.

Beside the furnaces and forges above mentioned, there are two furnaces and two forges in this county not now in operation; but should the communication with the western country be improved by a canal, I have no doubt but these and many others would be started.

In Centre county and Clearfield there are three furnaces and five forges in operation, with one rolling and slitting mill, and the quantity of iron made by the forges annually might probably average nearly the same as that made by the forges on the Juniata, which would make the aggregate amount of 1000 tons. The Messrs. Valentines & Thomas, who are the largest in the iron business in that country, I believe, send nearly all by this route to the west. The other ironmasters sell considerable quantities to the country north of them. Part they send by the Erie turnpike to the waters of Allegheny and down that river; and part to Pittsburgh by this route; and I think, upon the whole, more than 500 tons of iron from that county goes annually to Pittsburgh by this route. I believe no pig metal is now sent off from Centre county or bar iron in boats down the Susquehanna. There are several furnaces and forges now standing in Centre county, that, if the transportation to the west was cheapened, would soon be in operation again.

To your tenth query, I would answer, that I believe there is very little timber descends the Juniata or Conemaugh rivers, excepting what is used in the construction of Arks. The country east of Allegheny has but little timber to spare, and west of the Laurel Hill, timber of the most valuable kind does not abound. The great and almost inexhaustable storehouse of the most valuable timber lies between the Allegheny mountain and Laurel Hill.—Locust, Cherry, Chesnut and white Pine, of the finest quality, are there found; and in such quantities as would astonish any person who had not witnessed it; but from the natural obstructions, and several milldams in the Conemaugh, very little of it can be taken to market; and should a canal be made from the Juniata to Conemaugh the people of that country would soon be enriched by that which is now their greatest inconvenience.

This route has the advantage of being the farthest south of any that can be made in the state. It is shorter by 100 miles than any other; and therefore best calculated to draw the trade of the western states. It accommodates the great iron and salt interests. The commissioners have reported it practicable, and facts sufficient to convince every reasonable mind that it is so.

I shall be happy if any thing herein stated will be satisfactory to you or advantageous to the great object we all have in view; and will always be ready to communicate any thing within my knowledge that you may desire to know.

Yours with respect, &c.

JOHN BLAIR.

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*Mr. Boggs, who is in town, states, that the quantity of Salt now made at the Conemaugh and Kiskemenitas works, exceeds 1000 bushels daily, and that in six months from this date, the quantity manufactured will amount daily to 1500 bushels.

Gaz. Ed.

For the Gazette.

Mr. Maclean,—In the last Statesman the public was favored with Mr. Behan's views and estimates of a rail-road, to extend from Philadelphia to Pittsburgh, and a canal to connect the waters of the Susquehanna river with those of the Allegheny.

Every essay on the subject of Internal Improvement is interesting to the people; all such as have a tendency to facilitate the intercourse between the eastern and western cities of Pennsylvania are peculiarly so to the citizens of the state.

No rail-roads have yet been constructed in this country; and altho' it is stated in publications of the day, that companies, having capital unemployed, are introducing them in England, yet it cannot be supposed the citizens of this country have, generally, a sufficient knowledge of them to be able to form a correct judgment of the comparative merits of the rail road and canal for transportation.

Probably to those who are acquainted with the subject, or who have seen transportation effected by means of a rail-road, Mr. Behan's statement may appear "lucid and able;" but to the minds of such as are not familiar with the subject, (who constitute the great mass of our population,) many difficulties present themselves.

Mr. Behan has stated the weight which he supposes each horse would be able to convey along the rail-road; but he has not informed us whether this can be done on a level only, or on a given degree of elevation. Many of that valuable class of citizens, engaged in transporting across the mountains, suppose the plain must descend in some degree, to enable a horse to haul 9 tons. Hence they inquire, if Mr. Behan calculates 9 tons a load for a horse on a level, or a given descent, how are we to get from Pittsburgh to Philadelphia by travelling any reasonable distance, without burrowing or tunnelling most of our way; there being an intervening mountain, whose greatest elevation from tide water, is about 2200 feet?

To elevate boats by means of locks, provided there is a sufficient supply of water, is readily comprehended by most of us. We have seen vessels and buoys on tide water, elevated by its flow. We have witnessed water craft anchored near the shores of our rivers, brought from low water mark, 15 or 20 feet, up to a level with some of our streets, by the rising of the water. The principle on which this takes place we comprehend. It appears to us easy and natural.—We understand it to be the difference of the specific gravity of water and atmosphere. No application of ropes and pulleys is here necessary—no calculation of abatement for friction, or loss of power to increase velocity, and vice versa.—This requires no oil, or other "anti-attritio," to overcome friction—no expense of fuel for engines, or feed for numerous horses to create power.—But we cannot comprehend how we are to ascend to the apex of the Allegheny mountain, and thence descend to Philadelphia, on a rail-road, without the use of inclined plains. Whether two plains are to be formed, one commencing at Pittsburgh, and to rise gradually to the greatest elevation, and from that point to descend in like manner to Philadelphia,—what angle these plains would form with the horizon;—or whether there are to be numerous inclined plains, conforming to the undulating surface of the country, and what angles of elevation would be admissible, we do not clearly comprehend from Mr. Behan's "lucid and able report."

It would be highly gratifying to many, if Mr. Behan would favor the public with something more definite on these points, and state whether he contemplates to place the timbers he mentions on a line of the road, or transversely.

To facilitate the intercourse between Philadelphia and Pittsburgh, is an object of great interest to every individual in the state; and the citizen who possesses abilities, and will exert them in the accomplishment of this, will merit and receive the gratitude of the public.

MANY CITIZENS.

Gen. W. R. Smith, of Huntingdon County, is elected to the Legislature in the room of Judge Shippen; by a majority of 2 votes over Peter Cassidy.

The Louisiana Legislature, on the 11th ult. elected J. S. Johnston, Esq. to the Senate of the U. S. in the room of E. Livingston, Esq. who was also a candidate. The votes were, for the former 32, for the latter 27.

* * *

At *Carlisle*, in this state, there was a mock funeral of Mr. Clay, and the coffin and effigy burnt. The Carlisle Gazette, with apparent approbation informs us that the following BLASPHEMOUS transaction took place. "His reverence" [we presume a mock clergyman,] gave out the 133d psalm, long metre, which was sung to a variety of tunes, but chiefly "auld Grimes is dead."—He also "read a portion of Scripture from the 109th psalm, from the 8th to the 16th verse."—What are a religious and moral community to think of this awful profanation of the word of Almighty God?

Pittsb. Mer.

The *Senate* will meet on the 4th of March next, for the despatch of Public business. It is summoned by a Circular Letter from the President of the United States, addressed to the several Members, including those who are understood to have been already appointed to supply vacancies occurring in that body, on that day.

National Jour.

From the Harrisburgh Chronicle.

STATE LEGISLATURE.

Coal Companies.—After a long contest in the house of representatives, upon the question of incorporating coal companies, it was decided on Tuesday last, yeas 49, nays 38, indefinitely to postpone them.—This vote is so strong as to put the question to rest for the present session.

Canal Improvement.—A great number of petitions pour in daily, urging the state to undertake the construction of a canal to unite the Eastern and Western waters, and to improve the navigation of these waters. Connected with this is the project of extending the line of the Union Canal to a point above Harrisburgh; for which object there is a bill on the files of the house, supported by petitions of most of the citizens of Harrisburgh and the vicinity, asking the legislature to confer upon the Union canal company the power of making the canal from the eastern border of the borough, to the Susquehanna, above it, with certain reservations of water right, free of expense, to the borough. And still more intimately connected with the first project, is the Report of the committee of ways and means; which, we understand will be forthcoming in a few days.

U. S. Senator. It will be seen by the following, that on the 5th voting on Friday last, William Marks, of Allegheny county, was elected a Senator in the Congress of the United States, for 6 years from the 4th of March next.

This election was brought about in a way that is not easily accounted for. On Monday, Mr. Marks's vote had fallen to the number 7: on Friday it had got up to 73. The whole Ingham squad turned about and supported a gentlemen, who, if general conversation is to be taken as evidence of opinion, had the least of their respect.

When James S. Stevenson, of Pittsburgh, was in this place during the present session, we understood that he had said, the next election or rejection of Shulze depended upon the election of Marks to the U. S. Senate. If he was elected, the West would again support Shulze: if he should not be elected, the Governor would be opposed by the entire West.

	1st.	2d.	3d.	4th.	5th.
William Marks	21	26	27	43	73
Wm. Darlington	30	28	27	21	
Thomas Burnside	27	29	29	31	27
John Sergeant	18	19	19	19	19
Samuel D. Ingham	20	19	19	7	2
I. D. Barnard	4				

From the New-York Evening Post.

HIGHLY IMPORTANT INTELLIGENCE.

The fate of Peru is at last unequivocally decided.* The political influence of Spain is annihilated in these extensive and fertile regions. The schooner *Weymouth* arrived here last evening in 26 days from Carthagena, brought despatches for our government containing this important intelligence. They were under the charge of Mr. Anderson, who set out with them early this morning for Washington. The following statement has been handed us by a gentleman who came passenger in the Weymouth:

Liberation of Peru---Decisive Triumph.

Lima, Dec. 18 1824.---The Liberating Army, under the command of Gen. Sucre, completely defeated the Spanish army on the 9th instant on the plains of Guamanquilla. Their commanding general, La Serna, was wounded and taken prisoner, with Generals Canterac, Valdez, Carratala, and other chiefs, officers and men; of course all the enemy's baggage, stores, &c. fell into our hands.

Lt. Col. Medina, aid to his Excellency, the Liberator, conducted the operations on the field, and we have to regret the misfortune of his assassination in Perando, by the rebels of that place. All the authorities in the vicinity of the scene of action officially announced the triumph of our arms, and add that General Canterac, who remained in command, on La Serna's being wounded, capitulated to Gen. Sucre, with the express stipulation that the fortress of Callao should be surrendered to the Liberating army.

Steam Boat News.

ARRIVED.

Feb. 22. S. B. *Velocipede*, from Louisville.

23. S. B. *Genl. Pike*, "

DEPARTED.

Feb. 24. S. B. *Velocipede*, for Louisville.

S. B. *Genl. Pike*, "

Died,

On the 17th inst. at the residence of Robert Hays, in St. Clair Township, Mrs. SARAH CRAIG, in the 86th year of her age.

Wanted, in Harmonie, Pa.

A PERSON who is capable of Teaching all the branches of English and Classical Education. To such an one, a dwelling and the Seminary house will be furnished gratis, together with other accommodations. Suitable Trustees are appointed, and every thing will be in readiness to commence the school on the 1st of April next. No certain salary will be promised, but the Teacher will be entitled to all the tuition money. As an inducement, it may be said that a considerable number of scholars are now waiting for the opening of the school. Letters addressed to the subscriber, to William Hays, Pittsburgh, John Gilmore, Butler, or Samuel Power, Beaver, (now in Harrisburgh,) will be punctually attended to.

Abraham Zeigler.

Harmonie, Pa. February 25—tf.

NEW AND ELEGANT MAP OF THE UNITED STATES.

PROPOSALS

FOR PUBLISHING, BY SUBSCRIPTION, A NEW AND SPLENDID

FOUR SHEET

MAP OF THE UNITED STATES,

Extending from the British Province of New Brunswick on the East, to the state of Missouri, on the West; and from the twenty-ninth to the forty-ninth degrees of north latitude: a space which embraces the entire region, occupied by the various States and organized Territories of the North American Union. Projected and drawn

BY H. S. TANNER,

Author of the New American Atlas, Map of North America, &c.

This Map will be founded on and embrace, generally, the valuable and original matter contained in the "American Atlas," published by the author of the proposed Map, to which will be added the result of various surveys and explorations recently completed, and such as are now in progress, and may be finished previous to the publication of the work

The projection adopted for the proposed Map is similar to that selected for the Maps of the different states contained in the Atlas just mentioned, by which the meridians and parallels of latitude are made to intersect at right angles, as nearly as a due regard to the laws of the decrease of the former would admit. This mode of projecting Maps on an extensive scale, represents the various quadrilateral figures similar to those on the Artificial Globe, and affords a very near approximation, in other respects, to the earth itself; distances in any direction may be accurately ascertained, with facility, by the application of the simple scale; the respective diagonals of the intersecting lines of projection, are of *equal length* throughout the Map; it obviates that extreme distortion which results from the use of what is called "plane projection," in which the parallels of latitude are represented by *straight lines;* and in fine, it represents to the understanding a *picture* of the corresponding feature on the Natural Globe, as near its original, as such a representation can possibly be given on a plane surface.

In connecting the various materials collected together for the Map, certain established points will be adhered to as *land marks* or guides for latitude and longitude: to which the local surveys, &c. will be made to conform. Particular reference will, however, be had to such positions as shall have been subjected to the most frequent and scientific observations of men of known skill, whose deductions will be compared, and if found to differ on any material point, such position will be adopted as a due regard to the character for accuracy of the respective observers, taken in connexion with the advantages or disadvantages that may have attended their operations, may dictate.

The recent survey of the northern boundary of the United States, made in conformity to the treaty of Ghent, will constitute the basis of so much of the proposed Map as was embraced within the range of that survey; and the survey of the Atlantic and Gulf Coast, made by order of the Navy department, will be used for the basis of the southern and eastern portions of it. For the intermediate space recourse will be had to the latest information regarding its natural configuration, its seas, lakes and islands, mountains, hills and valleys; and generally, such a view of its physical Geography will be given, as will afford an agreeable and instructive picture of the region brought into view.

With respect to the civil and political divisions of the United States, their *state* and *county* boundaries, &c access will be had, in the first place to the latest and most authentic treaties and other legal documents; and in the absence of these, other sources of information will be sedulously sought for.

Especial care will be observed to delineate all the existing and contemplated canals, roads, and such other *internal improvements* as shall be deemed of general utility, or calculated to promote the commercial intercourse between the remote sections of our extensive country. Distances from place to place, on all the important roads, will be distinctly denoted by figures, and the Turnpike and great leading roads, and those of minor importance, will be distinguished by appropriate characters. The insertion of the roads and distances, together with the post and other towns of any importance, will render the proposed Map a valuable auxiliary to the traveller as well as the man of business: and will when taken in connexion with the immense mass of other geographical detail, embodied within its scope, present a full and satisfactory view, at once useful, ornamental, and of convenient reference.

The spaces usually kept blank on maps of this description, will be filled by valuable statistical and topographical information, exhibiting a condensed summary of the population, extent in miles and acres of the United States generally, and of each separate state; together with some brief remarks on the soil, produce, &c. The size of the Map will be five feet four, by four feet eight inches.

It is equally the desire of the publisher to render the proposed Map extensively useful, and to place it within the reach of persons of every class of the community; he will therefore, spare neither pains nor expense to insure the accomplishment of the former object; and, with a view of effecting the latter, he has fixed the price of the Map at the very low sum of Eight Dollars each until subscriptions for 500 copies shall have been obtained, when the price will be *enhanced to ten dollars each.*

Subscriptions will continue to be received at the store of the Publisher, corner of Fourth and Walnut Street Philadelphia, at the reduced price, until the subsbription shall be filled agreeably to the preceding article.

H S. TANNER,
Geographer and Map Seller.

☞Letters on the subject must come free of postage.

[February 25—4t.]

Sheriff's Sales.

BY virtue of sundry writs of Venditioni Exponas, issued out of the Court of Common Pleas of Allegheny County, and to me directed, will be exposed to sale, by Public Veudue or outcry, at the Court House in the city of Pittsburgh,

On Monday, the 21st day of March, 1825.

At 10 o'clock, A. M. the following property, viz

All the right, title, interest and claim, of *Philip & George Whitsell*, of, in and to a Tract of Land situate in Ross Township, bounded by lands of Archibald Haslet on the east, Henry Cable on the south, John Wills' heirs and B. Good on the west, and part of the same tract on the north, containing two hundred and forty acres, more or less; on which is a grist mill, a cabin house, and large square log barn, with about 70 acres cleared and a good orchard thereon. Seized and taken in execution as the property of the said Philip and George Whitsell, at the suit of *Catherine & Mary Whitsell*, &c.

ALSO—All the right, title, interest and claim of *Absalom Venocken* of, in and to a certain tract of land, situate in Deer township, adjoining lands of James Kearns, James Robinson, Asa Rowley and Jacob Coon and others, on which is erected a small cabin, with about twenty acres cleared, the interest of the said Venocken being 159 acres, the whole tract containing 259 acres.—Seized and taken in execution as the property of the said Absalom Venocken, at the suit of *John Miller*, for use, &c.

ALSO—All the right, title, interest and claim of *John Obey*, of, in and to two lots or pieces of ground, in the Northern Liberties, marked in Geo. A. Bayard's plan No. 67 and 68, bounded by Water-street, by lot No. 66, by the Allegheny river, and by Walnut street, containing together in breadth 100 feet, and in length from Water-st to the Allegheny river, on which is erected a two story brick house and other buildings. Seized and taken in execution as the property of the said John Obey at the suit of *James Jones*.

ALSO—All the right, title, interest and claim of *Jane Watson*, of, in and to two lots of ground, marked in Mary Sturgeon's plan of lots laid out in the Reserved Tract, No. 52 and 53, beginning at the corner of lot No. 51, on a 30 feet alley, thence by said alley N. 14 W. 100 feet, to the corner of lot No. 54, thence S. 76 W. 200 feet to a strip of ground reserved to Mary Sturgeon, 31 feet wide, thence S. 14° E. 100 feet to the corner of lot No. 51, and thence North 76 E. 200 feet to the place of beginning; being part of out lots No. 27 and 28, in the said Reserved Tract. Seized and taken in execution as the property of the said Jane Watson, at the suit of *Putnam & Harris*.

ALSO—All the right, title, interest and claim of *William Hamilton*, of, in and to one hundred and five acres of land, be the same more or less, adjoining lands of Abraham Bollinger, Alexander Logan, W. Stewart, and Samuel Skelton, on which there is erected a dwelling house and barn, with about thirty acres of land cleared.—Seized and taken in execution as the property of the said William Hamilton, at the suit of *L. Stewart*, for use, &c.

ALSO—All the right, title, interest, and claim of *Garret Guest*, of, in and to a lot or piece of ground, situate in Elizabeth township, in Elizabeth-Town; bounded by Water-street, by ground of John Gibener, by the Monongahela river, and by other ground; containing in breadth on Water-street and the said river 60 feet, and in length, from Water-street to the river; on which there is a two story frame house erected. Seized and taken in execution as the property of the said Garret Guest, at the suit of the *Pittsburgh Mechanical Steam Company*.

ALSO—All the right, title, interest and claim of *Abraham Long*, of, in and to the following described lots or pieces of ground, viz: One of them being part of lot No. 111, in the City of Pittsburgh, beginning on St. Clair street, fifty-nine feet from Penn-street, thence along St. Clair street 18 feet, thence parallel to Penn-street 60 feet to the line of lot No. 112, thence northward parallel to St. Clair-street 18 feet, thence westwardly by Watkins' line to the place of beginning; on which are erected and situated a small frame shop and some tan vats and a bark house; subject to an annual rent charge of forty-five dollars—And the other of them being part of lot No. 112, commencing on Penn-street, at the corner of lot No. 111, thence along Penn-street, westwardly 45 feet, thence parallel with St. Clair-street towards Liberty street 120 feet, thence parallel with Penn street 45 feet to the line of lot No. 111, thence along the line of said lot to the place of beginning; on which are erected and situated a double two story log house, weather boarded, and a small kitchen, also a bark mill and some tan vats, &c. under and subject to an annual rent charge of one hundred and fifteen dollars. Seized and taken in execution as the property of the said Abraham Long, at the suit of *Thomas Robinson*.

ALSO—All the right, title, interest and claim of *John Wallace*, of, in and to a certain tract of land, situated in Mifflin township, bounded by other lands of the said Wallace, & lands of David Morrow, William Anderson, Stewart's heirs, George Sickman and James Lafferety, containing 285 acres, more or less; on which is erected a log dwelling house, with about seventy acres cleared. Seized and taken in execution as the property of the said John Wallace, at the suit of *Milton Hurgar*.

ALSO—By virtue of a writ of Levari Facias, issued out of the same court, and to me directed, will be exposed to sale at the time and place aforesaid, all the right, title, interest and claim of *John M'Elherron*, of, in and to a certain tract of land, called "Minores," situate in Robinson township, and described as follows, viz: beginning at a stump standing on the dividing line of Pierce's tract, and running thence along the said dividing line North 50° W. 94 perches, to a hickory, thence N. 56½° E. 154 perches to a red oak, thence S. 55° E 280 perches to a post on the bank of Chartier's creek, thence along the bed of said creek the several courses thereof 454 perches to a sugar tree on the line of M'Coy's tract, thence along the said line S. 74½° W 43 perches to a black oak on the line of Pierce's tract, thence by the same North 57° E. 140 perches to the place of beginning; containing four hundred and ten acres and one hundred and twenty perches, and allowance of six per cent; with sundry buildings and improvements.—Seized and taken in execution as the property of the said John M'Elherron, at the suit of *Mary Gordon's Executors*.

L. Stewart, Sh'ff.

SHERIFF'S-OFFICE,
Pittsburgh, Feb. 25, 1825.

To the Public.

SOME time in April, 1820, I executed a Power of Attorney to Aaron Sullivan, Samuel Cowen, and Noble Calhoun, authorizing them to transact certain business therein set forth, as my Attorneys in fact. Now, this is to notify all persons that a final settlement of said trust was made on the 18th day of June, 1824, and all power by me vested in said Sullivan, Cowen, and Calhoun, is hereby revoked, and I will not consider myself accountable for any of their acts since that time.

Peter H. Patterson.

February 25, 1825—3t*

PITTSBURGH.

FRIDAY, FEB. 25, 1825

THE EFFIGY BURNING.

On Tuesday, the 15th inst. the Grand Jury of the city of Pittsburgh, under the direction of the Mayor's Court, went into the investigation of the late burning of the effigy of Henry Clay, and on the Friday following, after a laborious inquiry, found a bill for a riot against John M'Farland, Robert M'Farland, Jonathan M'Curdy, John Murphy, George Cochran, Edward Patchell, and William Wright.

On Saturday morning the trial of the cause before the Traverse Jury commenced. On Tuesday evening the Jury retired to their room, and remained there until Wednesday evening, when they appeared in court, and reported that one of the jurors was very unwell, and that they would never agree. The Court, in consideration of the sickness of the juror, discharged the jury, and ordered this fact to be entered on the minutes of the Court; and ordered the defendants to enter into recognizance for their appearance at the next session.

After the jury were discharged, the attorney-general, with leave of the Court, entered a *nolle prosequi* as to William Wright.

Counsel for the Commonwealth, Messrs. Wilkins, att'y-genl. and Biddle—Mr. A. S. T. Mountain appeared specially for General Patchell, and Messrs. Snowden, Pius, Kingston, Burke, E. J Roberts, and J. M. Riddle, were counsel for the Defendants generally.

JUNIATA CANAL.

Extract of a letter from John Blair, Esq. to a gentleman of this city—communicated for insertion in the Pittsburgh Gazette.

Blair's Gap, February 16, 1825.

Dear Sir,—In answering your queries, I have thought it best to take the first five together, and answer them by a general account of the Juniata, Conemaugh, Kiskemenitas, &c. and the mountain and tunnel between the eastern and western waters.

The measured distance on the Turnpike, from Harrisburgh to opposite the mouth of Juniata, is 14½ miles. The distance by the Susquehanna is about the same, (the road going for the most part on the river bank,) measured on Howell's map, 14½ miles.

From the mouth of Juniata to Lewistown,		41 "
From Lewistown to the mouth of Raystown Branch,		37 "
From the mouth of Raystown Branch to Huntingdon,		3 "
From Huntingdon to Old Frankstown, or Forks of Frankstown Branch,		29 "
From Harrisburgh to the last mentioned place the rise is	600 feet.	6 "
From thence to Blair's Gap	306 "	4½ "
From Blair's Gap to the east end of the tunnel	639 "	
Rise from Harrisburgh to east end of the tunnel	1545 "	
From the east end of the tunnel the rise is, to the summit of Allegheny mountain,	754 "	
	2299 "	
From the east to the west end of the tunnel (level) less than		4 "
From the west end of the tunnel to the south fork of Conemaugh,		7 "
From south fork to Johnstown, (mouth of Stony Creek,)		13 "
From Johnstown to Blairsville,		25 "
From Blairsville to mouth of Blacklick,		3 "
From the mouth of Blacklick to the mouth of Loyalhanna,		10½ "
Here the Conemaugh assumes the name of Kiskemenitas.		
From the mouth of Loyalhanna to the mouth of Kiskemenitas,		19½ "
And from the mouth of Loyalhanna to Pittsburgh.		26 "
		243 miles.

The above distances are given from a measurement of the meanders of the rivers on Howell's map of Pennsylvania, except from Old Frankstown to the west end of the tunnel, which, as well as the levels, are taken from the Canal Commissioners' notes: the Commissioners made a similar measurement on Melish's map, and made the distance 259 miles. It cannot be expected that either are minutely accurate, but I believe neither are far from the truth, on a comparison with the distances by land; and therefore may answer for general purposes.

To the sixth query I would answer, that all the streams proposed by the Commissioners to be brought to the level of the tunnel at the east end, lie at the north side, the furthest at the distance of about four miles; but will be considerably more when they are carried round the intervening points of hills that lie between them. Those streams, together with the stream coming out of this Gap, in the lowest time of water this fall, yielded six cubic feet per second. At the west end of the tunnel, the farthest stream proposed to be used as a feeder is the south fork of Conemaugh, which, you will see above, is seven miles south of the tunnel at its mouth, but as this stream must be taken off a considerable distance above its mouth, and some hills between that and the west end of the tunnel will have to be gone round with the feeder to preserve the level, it is likely the length of the feeder will exceed twelve miles: the whole of the streams that can be brought to the west end of the tunnel, at the lowest time of water last fall, yielded thirty-four cubic feet of water per second, making the whole of the streams that can be thrown on the summit level forty cubic feet per second, and should this prove too small a supply, the deficiency can be easily made up by reservoirs on the Laurel Swamp that lies north of the west end of the tunnel, and above its level, and of which you will see a more particular description in my letter to the Secretary of the Society for promoting Internal Improvement within the Commonwealth.

The seventh query is answered in the answer to the first five.

To the eighth query I would answer, that I do not know the quantity of Salt made on the Conemaugh and Kiskemenitas; but have heard it said that there is above one thousand bushels per day manufactured by the works immediately on the river. This, I should think, is a low estimate, judging from the quantities which I have been told are manufactured daily by the new works on the Kiskemenitas: but of this and any other matter respecting the manufacture of Salt, you can have ample and correct information by applying to Mr. Andw. Boggs,* who is extensively engaged in the manufacture, and is moreover a great friend to canaling.

Our country is now supplied with Conemaugh Salt as far as Bellefonte and Huntingdon, and some goes as far east as Lewistown. The quantity is considerable, but I have no means of estimating the amount with any degree of accuracy; but from the notice I have taken of what passes this place, I should suppose it exceeds 10,000 barrels yearly: the price is generally from four dollars to four dollars and fifty cents, but has been sold this winter at three dollars and a half per barrel.

As to your ninth query, respecting the quantity of Pig and Bar Iron, my information will be rather circumstantial than precise. There is now in operation on the waters of the Juniata, 15 Forges, 6 Furnaces, and 2 Rolling and Slitting Mills; all but 4 Forges, 1 Slitting Mill, and 2 Furnaces, are within the county of Huntingdon. Several of those Forges make above 300 tons of Bar Iron annually; some do not make so much; but rating them all at 200 tons annually, would produce 3000 in the year. Some years back, a considerable portion of this Iron was sent down the Juniata and Susquehanna to Philadelphia and Baltimore; but it now all goes to the westward, except a small portion of that made at Dr. Schœnberger's lower Forge, which is sent to Harper's Ferry. From the 6 Furnaces now in operation on the waters of the Juniata, I believe there is no Pig metal now sending to the west, except from the Furnace of Dr. Shœnberger; but a number of the Forges are making their metal into Blooms, and sending it to Pittsburgh in that state, to be rolled into Bar Iron, which greatly increases the quantity over what it would be did they draw it into Bars at the Forges. What the increase will amount to by this latter mode of making Iron I cannot say. Dr. Schœnberger, who now lives in Pittsburgh, and is engaged in making Iron after this manner, can fully inform you: my impression is that it will increase the quantity one half with all those who use this mode.

Beside the furnaces and forges above mentioned, there are two furnaces and two forges in this county not now in operation; but should the communication with the western country be improved by a canal, I have no doubt but these and many others would be started.

In Centre county and Clearfield there are three furnaces and five forges in operation, with one rolling and slitting mill, and the quantity of iron made by the forges annually might probably average nearly the same as that made by the forges on the Juniata, which would make the aggregate amount of 1000 tons. The Messrs. Valentines & Thomas, who are the largest in the iron business in that country, I believe, send nearly all by this route to the west. The other ironmasters sell considerable quantities to the country north of them. Part they send by the Erie turnpike to the waters of Allegheny and down that river; and part to Pittsburgh by this route; and I think, upon the whole, more than 500 tons of iron from that county goes annually to Pittsburgh by this route. I believe no pig metal is now sent off from Centre county or bar iron in boats down the Susquehanna. There are several furnaces and forges now standing in Centre county, that, if the transportation to the west was cheapened, would soon be in operation again.

To your tenth query, I would answer, that I believe there is very little timber descends the Juniata or Conemaugh rivers, excepting what is used in the construction of Arks. The country east of Allegheny has but little timber to spare, and west of the Laurel Hill, timber of the most valuable kind does not abound. The great and almost inexhaustable storehouse of the most valuable timber lies between the Allegheny mountain and Laurel Hill.—Locust, Cherry, Chesnut and white Pine, of the finest quality, are there found; and in such quantities as would astonish any person who had not witnessed it; but from the natural obstructions, and several milldams in the Conemaugh, very little of it can be taken to market; and should a canal be made from the Juniata to Conemaugh the people of that country would soon be enriched by that which is now their greatest inconvenience.

This route has the advantage of being the farthest south of any that can be made in the state. It is shorter by 100 miles than any other; and therefore best calculated to draw the trade of the western states. It accommodates the great iron and salt interests. The commissioners have reported it practicable, and facts sufficient to convince every reasonable mind that it is so.

I shall be happy if any thing herein stated will be satisfactory to you or advantageous to the great object we all have in view; and will always be ready to communicate any thing within my knowledge that you may desire to know.

Yours with respect, &c.

JOHN BLAIR.

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*Mr. Boggs, who is in town, states, that the quantity of Salt now made at the Conemaugh and Kiskemenitas works, exceeds 1000 bushels daily, and that in six months from this date, the quantity manufactured will amount daily to 1500 bushels.

Gaz. Ed.

For the Gazette.

Mr. Maclean,—In the last Statesman the public was favored with Mr. Behan's views and estimates of a rail-road, to extend from Philadelphia to Pittsburgh, and a canal to connect the waters of the Susquehanna river with those of the Allegheny.

Every essay on the subject of Internal Improvement is interesting to the people; all such as have a tendency to facilitate the intercourse between the eastern and western cities of Pennsylvania are peculiarly so to the citizens of the state.

No rail-roads have yet been constructed in this country; and altho' it is stated in publications of the day, that companies, having capital unemployed, are introducing them in England, yet it cannot be supposed the citizens of this country have, generally, a sufficient knowledge of them to be able to form a correct judgment of the comparative merits of the rail road and canal for transportation.

Probably to those who are acquainted with the subject, or who have seen transportation effected by means of a rail-road, Mr. Behan's statement may appear "lucid and able;" but to the minds of such as are not familiar with the subject, (who constitute the great mass of our population,) many difficulties present themselves.

Mr. Behan has stated the weight which he supposes each horse would be able to convey along the rail-road; but he has not informed us whether this can be done on a level only, or on a given degree of elevation. Many of that valuable class of citizens, engaged in transporting across the mountains, suppose the plain must descend in some degree, to enable a horse to haul 9 tons. Hence they inquire, if Mr. Behan calculates 9 tons a load for a horse on a level, or a given descent, how are we to get from Pittsburgh to Philadelphia by travelling any reasonable distance, without burrowing or tunnelling most of our way; there being an intervening mountain, whose greatest elevation from tide water, is about 2200 feet?

To elevate boats by means of locks, provided there is a sufficient supply of water, is readily comprehended by most of us. We have seen vessels and buoys on tide water, elevated by its flow. We have witnessed water craft anchored near the shores of our rivers, brought from low water mark, 15 or 20 feet, up to a level with some of our streets, by the rising of the water. The principle on which this takes place we comprehend. It appears to us easy and natural.—We understand it to be the difference of the specific gravity of water and atmosphere. No application of ropes and pulleys is here necessary—no calculation of abatement for friction, or loss of power to increase velocity, and vice versa.—This requires no oil, or other "anti-attritio," to overcome friction—no expense of fuel for engines, or feed for numerous horses to create power.—But we cannot comprehend how we are to ascend to the apex of the Allegheny mountain, and thence descend to Philadelphia, on a rail-road, without the use of inclined plains. Whether two plains are to be formed, one commencing at Pittsburgh, and to rise gradually to the greatest elevation, and from that point to descend in like manner to Philadelphia,—what angle these plains would form with the horizon;—or whether there are to be numerous inclined plains, conforming to the undulating surface of the country, and what angles of elevation would be admissible, we do not clearly comprehend from Mr. Behan's "lucid and able report."

It would be highly gratifying to many, if Mr. Behan would favor the public with something more definite on these points, and state whether he contemplates to place the timbers he mentions on a line of the road, or transversely.

To facilitate the intercourse between Philadelphia and Pittsburgh, is an object of great interest to every individual in the state; and the citizen who possesses abilities, and will exert them in the accomplishment of this, will merit and receive the gratitude of the public.

MANY CITIZENS.

Gen. *W. R. Smith*, of Huntingdon County, is elected to the Legislature in the room of Judge Shippen; by a majority of 2 votes over Peter Cassidy.

The Louisiana Legislature, on the 11th ult. elected J. S. Johnston, Esq. to the Senate of the U. S. in the room of E. Livingston, Esq. who was also a candidate. The votes were, for the former 32, for the latter 27.

At *Carlisle*, in this state, there was a mock funeral of Mr. Clay, and the coffin and effigy burnt. The Carlisle Gazette, with apparent approbation informs us that the following BLASPHEMOUS transaction took place. "His reverence" [we presume a mock clergyman,] gave out the 133d psalm, long metre, which was sung to a variety of tunes, but chiefly "auld Grimes is dead."—He also "read a portion of Scripture from the 109th psalm, from the 8th to the 16th verse."—What are a religious and moral community to think of this awful profanation of the word of Almighty God?

Pittsb. Mer.

The *Senate* will meet on the 4th of March next, for the despatch of Public business. It is summoned by a Circular Letter from the President of the United States, addressed to the several Members, including those who are understood to have been already appointed to supply vacancies occurring in that body, on that day.

National Jour.

From the Harrisburgh Chronicle.

STATE LEGISLATURE.

Coal Companies.—After a long contest in the house of representatives, upon the question of incorporating coal companies, it was decided on Tuesday last, yeas 49, nays 38, indefinitely to postpone them.—This vote is so strong as to put the question to rest for the present session.

Canal Improvement.—A great number of petitions pour in daily, urging the state to undertake the construction of a canal to unite the Eastern and Western waters, and to improve the navigation of these waters. Connected with this is the project of extending the line of the Union Canal to a point above Harrisburgh: for which object there is a bill on the files of the house, supported by petitions of most of the citizens of Harrisburgh and the vicinity, asking the legislature to confer upon the Union canal company the power of making the canal from the eastern border of the borough, to the Susquehanna, above it, with certain reservations of water right, free of expense, to the borough. And still more intimately connected with the first project, is the Report of the committee of ways and means: which, we understand will be forthcoming in a few days.

U. S. Senator. It will be seen by the following, that on the 5th voting on Friday last, William Marks, of Allegheny county, was elected a Senator in the Congress of the United States, for 6 years from the 4th of March next.

This election was brought about in a way that is not easily accounted for. On Monday, Mr. Marks's vote had fallen to the number 7: on Friday it had got up to 73. The whole Ingham squad turned about and supported a gentlemen, who, if general conversation is to be taken as evidence of opinion, had the least of their respect.

When James S. Stevenson, of Pittsburgh, was in this place during the present session, we understood that he had said, the next election or rejection of Shulze depended upon the election of Marks to the U. S. Senate. If he was elected, the West would again support Shulze: if he should not be elected, the Governor would be opposed by the entire West.

	1st.	2d.	3d.	4th.	5th
William Marks	21	26	27	43	73
Wm. Darlington	30	28	27	21	
Thomas Burnside	27	29	29	31	27
John Sergeant	18	19	19	19	19
Samuel D. Ingham	20	19	19	7	2
I. D. Barnard	4				

From the New-York Evening Post.

HIGHLY IMPORTANT INTELLIGENCE.

The fate of Peru is at last unequivocally decided.* The political influence of Spain is annihilated in these extensive and fertile regions. The schooner *Weymouth* arrived here last evening in 26 days from Carthagena, brought despatches for our government containing this important intelligence. They were under the charge of Mr. Anderson, who set out with them early this morning for Washington. The following statement has been handed us by a gentleman who came passenger in the Weymouth:

Liberation of Peru---Decisive Triumph.

Lima, Dec. 18 1824.---The Liberating Army, under the command of Gen. Sucre, completely defeated the Spanish army on the 9th instant on the plains of Guamanquilla. Their commanding general, La Serna, was wounded and taken prisoner, with Generals Canterac, Valdez, Carratala, and other chiefs, officers and men: of course all the enemy's baggage, stores, &c. fell into our hands.

Lt. Col. Medina, aid to his Excellency, the Liberator, conducted the operations on the field, and we have to regret the misfortune of his assassination in Perando, by the rebels of that place. All the authorities in the vicinity of the scene of action officially announced the triumph of our arms, and add that General Canterac, who remained in command, on La Serna's being wounded, capitulated to Gen. Sucre, with the express stipulation that the fortress of Callao should be surrendered to the Liberating army.

Steam Boat News.

ARRIVED.

Feb. 22. S. B. *Velocipede*, from Louisville.
23. S. B. *Genl. Pike*, "

DEPARTED.

Feb. 24. S. B. *Velocipede*, for Louisville.
S. B. *Genl. Pike*, "

Died.

On the 17th inst. at the residence of Robert Hays, in St. Clair Township, Mrs. SARAH CRAIG, in the 86th year of her age.

Wanted, in Harmonie, Pa.

A PERSON who is capable of Teaching all the branches of English and Classical Education. To such an one, a dwelling and the Seminary house will be furnished gratis, together with other accommodations. Suitable Trustees are appointed, and every thing will be in readiness to commence the school on the 1st of April next. No certain salary will be promised, but the Teacher will be entitled to all the tuition money. As an inducement, it may be said that a considerable number of scholars are now waiting for the opening of the school. Letters addressed to the subscriber, to William Hays, Pittsburgh, John Gilmore, Butler, or Samuel Power, Beaver, (now in Harrisburgh,) will be punctually attended to.

Abraham Zeigler.

Harmonie, Pa. February 25—tf.

NEW AND ELEGANT MAP OF THE UNITED STATES.

PROPOSALS

FOR PUBLISHING, BY SUBSCRIPTION, A NEW AND SPLENDID

FOUR SHEET

MAP OF THE UNITED STATES,

Extending from the British Province of New Brunswick on the East, to the state of Missouri, on the West; and from the twenty-ninth to the forty-ninth degrees of north latitude: a space which embraces the entire region, occupied by the various States and organized Territories of the North American Union. Projected and drawn

BY H. S. TANNER,

Author of the New American Atlas, Map of North America, &c.

This Map will be founded on and embrace, generally, the valuable and original matter contained in the "American Atlas," published by the author of the proposed Map, to which will be added the result of various surveys and explorations recently completed, and such as are now in progress, and may be finished previous to the publication of the work

The projection adopted for the proposed Map is similar to that selected for the Maps of the different states contained in the Atlas just mentioned, by which the meridians and parallels of latitude are made to intersect at right angles, as nearly as a due regard to the laws of the decrease of the former would admit. This mode of projecting Maps on an extensive scale, represents the various quadrilateral figures similar to those on the Artificial Globe, and affords a very near approximation, in other respects, to the earth itself; distances in any direction may be accurately ascertained, with facility, by the application of the simple scale; the respective diagonals of the intersecting lines of projection, are of *equal length* throughout the Map; it obviates that extreme distortion which results from the use of what is called "plane projection," in which the parallels of latitude are represented by *straight lines;* and in fine, it represents to the understanding a *picture* of the corresponding feature on the Natural Globe, as near its original, as such a representation can possibly be given on a plane surface.

In connecting the various materials collected together for the Map, certain established points will be adhered to as *land marks* or guides for latitude and longitude: to which the local surveys, &c. will be made to conform. Particular reference will, however, be had to such positions as shall have been subjected to the most frequent and scientific observations of men of known skill, whose deductions will be compared, and if found to differ on any material point, such position will be adopted as a due regard to the character for accuracy of the respective observers, taken in connexion with the advantages or disadvantages that may have attended their operations, may dictate.

The recent survey of the northern boundary of the United States, made in conformity to the treaty of Ghent, will constitute the basis of so much of the proposed Map as was embraced within the range of that survey; and the survey of the Atlantic and Gulf Coast, made by order of the Navy department, will be used for the basis of the southern and eastern portions of it. For the intermediate space recourse will be had to the latest information regarding its natural configuration, its seas, lakes and islands, mountains, hills and valleys; and generally, such a view of its physical Geography will be given, as will afford an agreeable and instructive picture of the region brought into view.

With respect to the civil and political divisions of the United States, their *state* and *county* boundaries, &c access will be had, in the first place to the latest and most authentic treaties and other legal documents; and in the absence of these, other sources of information will be sedulously sought for.

Especial care will be observed to delineate all the existing and contemplated canals, roads, and such other *internal improvements* as shall be deemed of general utility, or calculated to promote the commercial intercourse between the remote sections of our extensive country. Distances from place to place, on all the important roads, will be distinctly denoted by figures, and the Turnpike and great leading roads, and those of minor importance, will be distinguished by appropriate characters. The insertion of the roads and distances, together with the post and other towns of any importance, will render the proposed Map a valuable auxiliary to the traveller as well as the man of business: and will when taken in connexion with the immense mass of other geographical detail, embodied within its scope, present a full and satisfactory view, at once useful, ornamental, and of convenient reference.

The spaces usually kept blank on maps of this description, will be filled by valuable statistical and topographical information, exhibiting a condensed summary of the population, extent in miles and acres of the United States generally, and of each separate state; together with some brief remarks on the soil, produce, &c. The size of the Map will be five feet four, by four feet eight inches.

It is equally the desire of the publisher to render the proposed Map extensively useful, and to place it within the reach of persons of every class of the community; he will therefore, spare neither pains nor expense to insure the accomplishment of the former object; and, with a view of effecting the latter, he has fixed the price of the Map at the very low sum of Eight Dollars each until subscriptions for 500 copies shall have been obtained, when the price will be *enhanced to ten dollars* each.

Subscriptions will continue to be received at the store of the Publisher, corner of Fourth and Walnut Street Philadelphia, at the reduced price, until the subsbription shall be filled agreeably to the preceding article.

H S. TANNER.
Geographer and Map Seller.

☞Letters on the subject must come free of postage.
[February 25—4t.]

Sheriff's Sales.

BY virtue of sundry writs of Venditioni Exponas, issued out of the Court of Common Pleas of Allegheny County, and to me directed, will be exposed to sale, by Public Veudue or outcry, at the Court House in the city of Pittsburgh,

On Monday, the 21st day of March, 1825.

At 10 o'clock, A. M. the following property, viz

All the right, title, interest and claim, of *Philip & George Whitsell*, of, in and to a Tract of Land situate in Ross Township, bounded by lands of Archibald Haslet on the east, Henry Cable on the south, John Wills' heirs and B. Good on the west, and part of the same tract on the north; containing two hundred and forty acres, more or less; on which is a grist mill, a cabin house, and large square log barn, with about 70 acres cleared and a good orchard thereon. Seized and taken in execution as the property of the said Philip and George Whitsell, at the suit of *Catherine & Mary Whitsell*, &c.

ALSO—All the right, title, interest and claim of *Absalom Venocken* of, in and to a certain tract of land, situate in Deer township, adjoining lands of James Kearns, James Robinson, Asa Rowley and Jacob Coon and others, on which is erected a small cabin, with about twenty acres cleared, the interest of the said Venocken being 159 acres, the whole tract containing 259 acres.—Seized and taken in execution as the property of the said Absalom Venocken, at the suit of *John M'Kee*, for use, &c.

ALSO—All the right, title, interest and claim of *John Obey*, of, in and to two lots or pieces of ground, in the Northern Liberties, marked in Geo. A. Bayard's plan No. 67 and 68, bounded by Water-street, by lot No. 66, by the Allegheny river, and by Walnut street, containing together in breadth 100 feet, and in length from Water-st to the Allegheny river, on which is erected a two story brick house and other buildings. Seized and taken in execution as the property of the said John Obey at the suit of *James Jones*.

ALSO—All the right, title, interest and claim of *Jane Watson*, of, in and to two lots of ground, marked in Mary Sturgeon's plan of lots laid out in the Reserved Tract, No. 52 and 53, beginning at the corner of lot No. 51, on a 30 feet alley, thence by said alley N. 14 W. 100 feet, to the corner of lot No. 54, thence S. 76 W. 200 feet to a strip of ground reserved to Mary Sturgeon, 31 feet wide, thence S. 14° E. 100 feet to the corner of lot No. 51, and thence North 76 E. 200 feet to the place of beginning; being part of out lots No. 27 and 28, in the said Reserved Tract. Seized and taken in execution as the property of the said Jane Watson, at the suit of *Putnam & Harris*.

ALSO—All the right, title, interest and claim of *William Hamilton*, of, in and to one hundred and five acres of land, be the same more or less, adjoining lands of Abraham Bollinger, Alexander Logan, W. Stewart, and Samuel Skelton, on which there is erected a dwelling house and barn, with about thirty acres of land cleared.—Seized and taken in execution as the property of the said William Hamilton, at the suit of *L. Stewart*, for use, &c.

ALSO—All the right, title, interest, and claim of *Garret Guest*, of, in and to a lot or piece of ground, situate in Elizabeth township, in Elizabeth-Town; bounded by Water street, by ground of John Gibener, by the Monongahela river, and by other ground; containing in breadth on Water-street and the said river 60 feet, and in length, from Water street to the river; on which there is a two story frame house erected. Seized and taken in execution as the property of the said Garret Guest, at the suit of the *Pittsburgh Mechanical Steam Company*.

ALSO—All the right, title, interest and claim of *Abraham Long*, of, in and to the following described lots or pieces of ground, viz: One of them being part of lot No. 111, in the City of Pittsburgh, beginning on St. Clair street, fifty-nine feet from Penn-street, thence along St. Clair street 18 feet, thence parallel to Penn-street 60 feet to the line of lot No. 112, thence northward parallel to St. Clair-street 18 feet, thence westwardly by Watkins' line to the place of beginning, on which are erected and situated a small frame shop and some tan vats and a bark house; subject to an annual rent charge of forty-five dollars—And the other of them being part of lot No. 112, commencing on Penn-street, at the corner of lot No. 111, thence along Penn-street, westwardly 45 feet, thence parallel with St. Clair-street towards Liberty street 120 feet, thence parallel with Penn street 45 feet to the line of lot No. 111, thence along the line of said lot to the place of beginning; on which are erected and situated a double two story log house, weather boarded, and a small kitchen, also a bark mill and some tan vats, &c. under and subject to an annual rent charge of one hundred and fifteen dollars. Seized and taken in execution as the property of the said Abraham Long, at the suit of *Thomas Robinson*.

ALSO—All the right, title, interest and claim of *John Wallace*, of, in and to a certain tract of land, situated in Mifflin township, bounded by other lands of the said Wallace, & lands of David Morrow, William Anderson, Stewart's heirs, George Sickman and James Lafferety, containing 285 acres, more or less; on which is erected a log dwelling house, with about seventy acres cleared. Seized and taken in execution as the property of the said John Wallace, at the suit of *Milton Hargar*.

ALSO—By virtue of a writ of Levari Facias, issued out of the same court, and to me directed, will be exposed to sale at the time and place aforesaid, all the right, title, interest and claim of *John M'Elherron*, of, in and to a certain tract of land, called "Minorca," situate in Robinson township, and described as follows, viz: beginning at a stump standing on the dividing line of Pierce's tract, and running thence along the said dividing line North 56° W. 94 perches to a hickory, thence N. 56½° E. 154 perches to a red oak, thence S. 55° E 280 perches to a post on the bank of Chartier's creek, thence along the bed of said creek the several courses thereof 434 perches to a sugar tree on the line of M'Coy's tract, thence along the said line S. 74½° W 43 perches to a black oak on the line of Pierce's tract, thence by the same North 57° E. 140 perches to the place of beginning; containing four hundred and ten acres and one hundred and twenty perches, and allowance of six per cent; with sundry buildings and improvements.—Seized and taken in execution as the property of the said John M'Elherron, at the suit of *Mary Gordon's Executors*.

L. Stewart, Sh'ff.

SHERIFF'S-OFFICE,
Pittsburgh, Feb. 25, 1825.

To the Public.

SOME time in April, 1820, I executed a Power of Attorney to Aaron Sullivan, Samuel Cowen, and Noble Calhoun, authorizing them to transact certain business therein set forth, as my Attorneys in fact. Now, this is to notify all persons that a final settlement of said trust was made on the 18th day of June, 1824, and all power by me vested in said Sullivan, Cowen, and Calhoun, is hereby revoked, and I will not consider myself accountable for any of their acts since that time.

Peter H. Patterson.

February 25, 1825—3t*

Poetry.

For the Gazette.

TO A MELANCHOLY FRIEND.

O shed no tear of sorrow,
Because thy joys delay;
Perhaps a smile to-morrow,
Will every grief repay:
The cup of life would cloy,
If every sip were sweet;
We relish transient joy,
But by the frowns we meet.

What fond endearments crowd us,
When Friendship's smiles return!
The fates in gloom enshroud us,
To strengthen our concern:
A smile would ne'er have shone,
If tears had never flow'd;
We feel no bliss our own,
But when through pain bestow'd.

Then, friend, dispel thy sorrow,
To-morrow's dawn may smile;
Or if depress'd to-morrow,
Let hope thy grief beguile:
Despondent tears repress,
On Providence rely;
Heav'n knows the time to bless,
And banish misery.

CLIO.

From the Westfield (Mass.) Register, February 2.

Stages upset.—We are sorry to say that the Albany Stages, which pass through this town, were upset in West Springfield on Saturday last. It is well known, perhaps, that a new line of stages in opposition to the old one, was put on the route from Albany to Springfield, on the first of January—and, as is usual, considerable strife, and a good deal of racing prevail. It was on this account that the accidents alluded to occurred. The stages left this place very near the same time, for Springfield, and proceeded as far as the plains in West Springfield, when the old line undertook to drive by the "opposition," and succeeded, but had gone about five rods after passing, when one of the leaders of the stage which had been passed, stumbled and fell—being at full speed, it occasioned the capsizing of the stage; fortunately no one was materially injured. The old line proceeded as far as the top of Steppins' hill, (so called) and stopped in order to prevent any accident that might happen from running down hill. After starting, the horses proceeded very steadily half way down the hill, when they all of a sudden set off at full speed and before they reached the bottom of the hill they ran into a ditch and turned the carriage bottom side uppermost, and we are sorry to add, the driver was considerably injured, and one of the passengers, Mr. Francis Rockwell; several others were slightly hurt, but none dangerously. The carriage was dashed to atoms.

A large Tree.—The Lexington Ky. Public Advertiser, says that "there now stands on the banks of the Ohio river, in the state of Indiana, opposite the mouth of Salt river, a Sycamore tree, which has stabled fourteen head of horses at one time with ample room. It takes 75 long paces to go round its trunk, and you may with perfect ease turn a 14 foot pole in the inside of its cavity."

Cotton of Florida.—The editor of the Baltimore American Farmer states, that several samples of cotton, the growth of Florida, had been passed to his hands through the Secretary of War, and submitted for inspection to Mr. Jackson, who had the supply of the raw materials under his superintendance since the first establishment of the celebrated Waltham manufactory; and that he had resolved on making a large purchase of the article. It is said the land given by Congress to Gen. La Fayette, would probably be located in that territory. *N. Y. Ev. Post.*

We learn from the best authority, that upwards of *one million eight hundred thousand dollars* were coined during the last year at our mint, principally in silver. New dies are about to be cut with a new figure of liberty, by means of which the appearance of the coin is expected to be much improved. It is calculated that *two millions* will be coined during the present year. *Freeman's Journal.*

FOR NASHVILLE.

The Steam Boat Lawrence.
CAPTAIN REARICK,
(Now on her passage from New-Orleans,)

WILL leave this place for Nashville, on or about the 10th of March. The Lawrence is a new Boat, and has first rate accommodations for passengers. For freight or passage apply to

Duncan & Forsyth.
Pittsburgh, Jan. 14, 1825—tf.

The new, fast running and substantial Steam Boat,
FRIENDSHIP,
Captain Wm Hubert,

WILL leave this port on or about the 15th of March next, and will take freight to any port on the Mississippi, Ohio, or Cumberland rivers, for which a sufficient quantity may offer.

For farther particulars, having superior accommodations for passengers, apply to

Duncan & Forsyth.
Pittsburgh, February 11—tf

For Saint Louis.
The substantial and fast running Steam Boat
INDIANA,
Captain Clark,

WILL leave this place, from the 5th to the 10th of March, for the above port. For freight or passage, (having superior accommodations,) apply to

Duncan & Forsyth.
Pittsburgh, Jan. 14, 1825—tf

TO LET,
Two Dwelling Houses
In Fourth near Market street.

Two large WARE HOUSES and a DWELLING HOUSE in Front street, between Wood and Market Streets.

A DWELLING HOUSE and STORE ROOM, in Market Street, opposite the Allegheny Bridge.

Three DWELLING HOUSES and STORE ROOMS, now finishing, at the corner of Market and Liberty streets.

ALSO, ON GROUND RENT,
TWELVE LOTS, on Smithfield Street, between Fourth Street and Diamond Alley.

Possession given the 1st of April. Apply to

H. Holdship.
February 18—tf.

TO RENT,
From the 1st of April next,
THE WAREHOUSE at present occupied by Davis & Hanson, as an Auction Store. Apply to

Allen & Grant,
Who have For Sale,
100 boxes **TIN PLATES.**
Twenty-Five Bales
COTTON,
NEW CROP.
Forty Casks Refined
SALTPETRE.
300 Boxes WINDOW GLASS.
40 do. BOTTLES, *assorted.*
3000lbs. ***SHOT***, assorted numbers.
☞ Writing, Printing, Wrapping & Tea
PAPER,
A constant supply from the Sewickly Grove Mill.

For Nashville.

The Steam Boat Pittsburgh,
CAPTAIN WALKER,
Expected from New-Orleans, with a cargo of Sugar, &c. for the Subscribers, will load for the above port.

For Saint Louis.
The Steam Boat Phœnix,
CAPT. BECKWITH,
Expected from New Orleans, and will load as above.

Allen & Grant.
Feb. 4, 1825.—tf.

FOR SALE,

A BLACK GIRL, twenty years old, and a BOY, aged eleven years, each having to serve till twenty-eight years old.

Apply at this office.
Feb. 18—3t.

TO LET.

THE SUBSCRIBER offers to rent the premises occupied by Robert Grierson, on the corner of Market St. and the Diamond. Possession given the first of April next.

Lemmon Irwin.
Jan. 7, 1825—tf.

LOWRIE & CURTIS,
Wholesale Grocers,

HAVE REMOVED to the large Brick Ware house, corner of Third and Wood streets, opposite H. Holdship's Bookstore, where they have on hand, and offer for sale, on the most accommodating terms,

Y. H. and Imperial Teas,
Best Green Coffee,
Liquor and Wines,
Old Whiskey, Tobacco, DyeStuffs,
Nails, Iron, Window Glass,

And a general assortment of all articles in their line of business. Orders will be thankfully received and promptly attended to.

Alderman Lowrie's Office
Is in the North corner of the Diamond.
Dec. 31, 1824—tf.

SAMUEL KINGSTON,
Attorney and Counsellor at Law,

HAS removed his Office to the North-East corner of the Diamond, Pittsburgh, where clients will please to call on him. An arrangement has been made by which Walter Forward, Esq. will be associated with him in preparing and trying his causes. He hopes that by the most assiduous attention to his professional duties he will merit and receive a share of public patronage.

S. Kingston.
Pittsburgh, July 30, 1824—tf.

N. B. Conveyances and other instruments of writing executed with accuracy and despatch.

LAW NOTICE.

THE Subscriber has resumed his professional business, and will be found at the office now occupied by S Kingston, Esq.

W. Forward.
Pittsburgh, July 30, 1824—tf.

SAMUEL WOOD

RESPECTFULLY informs his friends and the public, that he continues the *PLASTERING, PAPERING & WHITEWASHING*, and has reduced his prices to the following rates, for cash only, viz:—

3 Coat plastering, on lath, including materials,		16 cts. per yd.
2 do.	do.	14
1 do.	do.	12
3 do.	on brick wall,	8
2 do.	do.	6
1 do.	do.	4
Prices when the materials are found by the employer		
3 Coats, on lath,		8 cts. per yd
2 do.	do.	6
1 do.	do.	5
3 do.	on brick wall,	6
Hanging paper,		12½ cts. per rol
do. border,		25
Whitewashing,		37½ cts per room

Roughcasting done in the neatest manner, and warranted to be *durable in the dampest cellars.* Casting in plaster done at the shortest notice.

Pittsburgh, June 20.—tf

NOTICE.

J. TOWNE

HAS REMOVED his LOTTERY & EXCHANGE OFFICE to the North-East corner of Market and Third Streets, where he will continue to buy and sell most kinds of Bank Notes and Specie, and will transact all kinds of Lottery and Exchange Business, as usual.

J. T. Has just received from Philadelphia, a handsome assortment of

Satin Paper Hangings,

With VELVET BORDERS. He has also a good assortment of low priced PAPERS, which will be sold very low for cash.

April 9—tf.

Receipts & Expenditures,

In the Treasury of Allegheny County, from the 1st day of January to the 31st day of December, A. D. 1824, both days included.

RECEIPTS.

	Dolls.	Cts.
Balance in the treasury on the 31st December, 1823	3292	68
Received from collectors of the city of Pittsburgh, for 1823 and '24	3628	87
Ditto collectors of Pitt township, for 1820, '21, '22, '23 and '24	1204	92
Ditto collectors of Wilkins, for 1823 and '24	448	38
Ditto collectors of Plum, for 1823 and '24	817	69
Ditto collectors of Versailles, for 1819, '21, '22, '23 and '24	563	39
Ditto collectors of Elizabeth, for 1818, '21, '22, '23 and '24	1288	68
Ditto collectors of Mifflin, for 1822, '23 and '24	1069	94
Ditto collectors of St. Clair, for 1822, '23 and '24	1618	02
Ditto collectors of Robinson, for 1821, '22, '23 and 24	1073	24
Ditto collectors of Fayette, for 1823 and '24	1106	15
Ditto collectors of Findlay, for 1823 and '24	370	00
Ditto collectors of Moon, for 1823 and '24	220	85
Ditto collectors of Ohio, for 1822, '23 and '24	359	12
Ditto collectors of Ross, for 1821, '22, '23 and '24	660	74
Ditto collectors of Pine, for 1821 and '24	215	00
Ditto collectors of Deer, for 1822, '23 and '24	282	38
Ditto collectors of Indiana, for 1822, '23 and '24	357	77½
Ditto of Wm. Robinson, on account of judgment vs. John Wilkins's Executors	716	00
Ditto of David M'Kelvy and John Patterson, for rent of a house, late the property of Geo. Robinson, dec.	102	00
Ditto for premium on $700	7	50
Ditto of James Scott, in part of the purchase money for the west half of Lot No. 199, in the city of Pittsburgh	500	00
Ditto of Silas Engles, Clerk of Mayor's Court, fine and verdict in the case of the State vs. J. W. Biddle	24	00
Ditto of John Irwin, fine for refusing to serve as collector of Ross township for 1824	20	00
Ditto of A. Calhoun, Jno. Donnelly, J. Smith and Jos. Carline, for costs in criminal cases	28	51½
Ditto for county and road taxes on unseated lands	591	78
Ditto of E. Wright, for a jury verdict	4	00
Ditto of sundry owners of unseated property, for redemption of lands and lots of ground sold for taxes	16	84½
Ditto of William Armstrong, refunding taxes and costs	4	51½
Amount refunded by Wm. Blair, Esq. Treasurer, for a balance paid by him to Henry Hultz, on an order for road taxes on unseated lands, the said taxes not having been received	13	57
	$20,626	55

EXPENDITURES.

	Dolls.	Cts.
Paid Grand and Traverse Jurors, for County and City Courts	2827	18
Expenses of holding General Elections and Elections for Electors,	655	65
William Woods, Com. from 3d Dec. 1823 to 25th Dec. 1824,	322	50
John Wilson, Com. from 24th Dec. 1823 to 25th Dec. 1824,	316	50
David Coon, Com. from 27th Nov. 1823 to 11th Dec. 1824,	214	25
John Patterson, for his services as Clerk to Commissioners,	450	00
Clerk of Quarter Sessions, for his fees,	85	52
Clerk of the Mayor's Court, for his fees,	102	83
Attorney General's fees in criminal cases,	500	50
Witnesses' fees in criminal cases	475	95
Justices and Aldermen's fees in criminal cases,	254	56
Constables, for their services attending courts,	151	29
For Jail fees and allowance to prisoners,	832	38
For fuel for Jail, Court house and Commissioners' office,	142	41
For Smith work for Jail, &c.	85	32
For keeping convicts in the Philadelphia prison,	746	77
Aldermen, for their services attending Mayor's Court,	62	40
Physicians, for attending prisoners in Jail,	17	00
For conveying convicts to Philadelphia,	546	19
John Young, crier of the Supreme Court,	25	87
John Christy, for ringing the Bell and attending on Courts,	100	00
John Young, crier of county courts,	87	75
For apprehending Daniel Paul, a horse thief,	20	00
For repairs to Jail, Court house, &c.	72	07
Expenses of teaching poor children,	911	46
Coroner's and Jurors' fees for holding inquisitions,	148	62
Assessors for their services	467	75
County Auditors for settling accounts for 1823,	48	00
For building public bridges	2749	12
Viewers of public roads and bridges,	159	84
For taxes and costs refunded,	49	09
For road taxes on unseated lands,	324	40
For publishing receipts and expenditures and for other printing,	105	25
William Leckey, Esq. in part for lot of ground for jail,	5116	99
Amount appropriated by law for use of the society for the promotion of Agriculture and domestic manufactures, for 1824,	150	00
On account of dividing Ohio township,	9	00
Pennsylvania Hose Company,	50	00
Stationary for commissioners' office, assessors, and elections,	34	38
Prothonotary, for his fees,	9	16
For Counsel's and Attorney's fees,	118	02
William Blair, Treasurer, one year's salary,	250	00
For counterfeit money, in the hands of treasurer,	20	00
For contingent expenses,	43	71
Sundry persons for redemption of unseated lands, and lots of ground purchased at treasurer's sales	20	56
Henry Hultz, balance of an order for road taxes,	13	57
Balance in the Treasury on the 31st Dec. 1824, including uncurrent money, turnpike certificates, &c.	732	74
	$20,626	55

Amount of taxes laid on the several townships for 1824.

	Dolls.	Cts.
City of Pittsburgh	5004	65
Pitt township	884	15
Wilkins township	602	29
Plum township	616	63
Versailles township	385	93½
Elizabeth township	965	52½
Mifflin township	1137	05
St. Clair township	1570	68½
Robinson township	510	11
Fayette township	831	22½
Findlay township	337	41
Moon township	291	64
Ohio township	421	35
Ross township	710	70
Pine township	252	08½
Deer township	335	28
Indiana township	327	13½
	$15,183	85

Amount paid and due by the several collectors for 1824.

			Amt paid Dolls.	Cts.	Amt due. Dols.	Cts.
Christopher Magee,	Collector	of Pittsburgh,	3369	19	1635	46
Casper Negley,	do.	of Pitt,	673	38	210	77
Charles Johnston,	do.	of Wilkins,	216	00	386	29
William M'Junkin,	do.	of Plum,	474	80	141	83
Samuel Fleming,	do.	of Versailles,	115	00	270	93½
Aaron Applegate,	do.	of Elizabeth,	551	85½	413	66¾
William Carrel,	do.	of Mifflin,	653	08	483	97
John Henry,	do.	of St. Clair,	688	09	882	59½
Samuel Glass,	do.	of Robinson,	415	00	95	11
Joseph Johnston,	do.	of Fayette,	665	81½	175	41
James Stewart, Jr.	do.	of Findlay,	280	00	57	41
George Morrison,	do.	of Moon,	191	05	100	59
John Taylor,	do.	of Ohio,	295	82	125	53
George Cooper,	do.	of Ross,	482	01	228	69
James Sample, Jr.	do.	of Pine,	168	04½	84	04
Robert Anderson,	do.	of Deer,	143	06	192	22
Matthew Crawford,	do.	of Indiana,	256	02	71	11¾
Amount paid,			$9628	21½	5555	63½
Amount due, including Commission,			5555	63½		
			$15183	85		

Outstanding Debts due the County of Allegheny.

			Dolls.	Cts.
By collectors for the year 1824, as above stated,			$5555	63½
Andrew Fife, collector of Elizabeth township for 1818,			14	46½
William Robinson, Jr.	Ross,	1819,	167	95
William Marshall,	Indiana,	1819,	36	10½
John Wilson,	Pitt,	1820,	37	95
William Vankirk,	Elizabeth,	1820,	525	71½
William Brown,	Robinson,	1821,	3	42½
John M'Cord,	Pine,	1821,	6	96½
James Ross,	Pitt,	1821,	715	33
Larkin Stinchecomb,	Versailles,	1822,	3	97½
Gabriel Peterson,	Mifflin,	1822,	347	67½
George Ferree,	Pitt,	1823,	127	62
Thomas Warren,	Elizabeth,	1823,	235	87½
William Wilson,	Mifflin,	1823,	69	86½
John Taylor,	Fayette,	1823,	161	83½
Jas. Thornburgh, Esq.	Findlay,	1823,	164	52½
John Clark,	Ohio,	1823,	24	01½
Daniel Howe,	Deer,	1823,	40	51½
Amount due from collectors carried forward,			$8239	44

	Dolls.	Cts.
Brought forward	8239	44
Balance due from the Estate of John Wilkins, a former Treasurer, besides interest	1443	75
Amount due from the estate of Robert Graham, a former Treasurer, and his sureties, besides interest	3911	68½
By L. Stewart Esq. sheriff, for balance of Casper Reel's Duplicate as collector of Ross township for 1822	148	09
L. Stewart, Esq. sheriff, for verdicts in the court of Common Pleas and in criminal courts for 1824	264	00
L. Stewart, Esq. sheriff, for fines in the court of Quarter Sessions and in Mayor's courts for 1824	71	00
By David M'Kelvey balance of rent due the 1st of April 1824	12	70
By William Stewart collector of the city of Pittsburgh for 1823 for moneys by him received from Richard Bowen and others on account of errors in the assessment for that year	29	10
	14,113	76

GIVEN under our hands, at the Commissioners' Office, at the City of Pittsburgh, the 29th day of January, A. D. 1825.

WILL. WOODS,
DAVID COON,
JOHN WILSON,
} Commissioners of Allegheny county.

Attest—JOHN PATTERSON, Clerk.

STORAGE
AND
COMMISSION BUSINESS.

THE SUBSCRIBERS beg leave respectfully to inform their friends and the public generally, that they have removed to that spacious building, (*No. 85, North Main Street, St. Louis,*) lately owned and occupied by Christian Wilt & Co. and that they have also taken the house formerly owned and occupied by said Wilt & Co. as a White and Red Lead Factory; this house is adjoining the other, and extends to the bank of the river, has been lately repaired and is now well calculated for the reception and storage of Goods of every kind, by which the difficulties and inconveniences arising from the want of sufficient Warehouses, (and which has, for some time past, prevented them from seeking Commission Business,) are completely removed. they therefore solicit a renewal of Consignments of all articles except Dry Goods and Hardware; of which they will constantly have on hand, for sale, Wholesale and Retail, on their own account, a general assortment, which they feel assured will greatly facilitate the sale of such articles as may be consigned to them. From their long residence in this city, their general acquaintance with country merchants and dealers in this place, the number and experience of assistants employed by them, and their intention to use every honest exertion to promote the interest of those who may confide business to them, they flatter themselves that they will be able to give satisfaction to all reasonable consignors. Suffice it to say, they refer the public to all persons who have heretofore had transactions of business with them.

Scott & Rule.
St. Louis, January, 1825 --[illegible]

P. S. In order to prevent delays in forwarding Goods consigned to us to be re-shipped to Franklin or elsewhere on the Missouri River, we have provided and will constantly have first rate Keel Boats and careful captains or patroons, well acquainted with the navigation of that river, which will enable us to despatch the Goods with very little delay. We have also made arrangements for the quick despatch of Goods to be forwarded to any point on the Mississippi River. S. & R.

A Dividend

OF Five per cent. on the capital stock of the PITTSBURGH MANUFACTURING ASSOCIATION, for the last six months, was declared by the Board of Managers, on the 1st ult., and passed to the credit of the Stockholders, respectively, on the books of the Association.

George Cochran, Agent.
Pittsburgh, February 4, 1825—3

Subscription for Stock.

AGREEABLY to a resolution of the Board of Managers of the Pittsburgh Manufacturing Association, Books will be opened on Monday, the 14th of February, 1825, for subscription to the capital stock of said Association, and kept open during hours of business, at their Warehouse, until two hundred shares shall be subscribed.

GEORGE COCHRAN, *Agent*

Extract from the "Act to incorporate the Pittsburgh Manufacturing Association."

"PROVIDED, That a share shall always be $25, and payable in gold and silver, or such Domestic Manufactured Articles as each subscriber is actually engaged in fabricating: and that no person shall be permitted to subscribe to the capital stock, but such as are actually engaged in the business of Domestic Manufactures."

February 11.

New-Stourbridge
Flint Glass-Works, Pittsburgh.
FLINT GLASS,
CONSISTING OF
PLAIN, ENGRAVED & FANCY CUT,
OF EVERY DESCRIPTION,
Manufactured at the above Establishment, by
JOHN ROBINSON,

AND, in point of quality, equal if not superior to any thing of the kind manufactured in the United States.

The citizens of Pittsburgh, and of the western country generally, are respectfully invited to call at the works, on the corner of First and Ross Scotch-Hill, and examine the Glass.

Orders will be gratefully acknowledged, and will receive personal and prompt attention.

A large and general assortment will be kept constantly on hand, that orders can be filled at the shortest notice.

Nov. 28—tf

ROBERT LINDELL & CO.
AT THEIR
WAREHOUSE
On the Bank, between Market & Ferry Streets
HAVE FOR SALE,

PIG and Bar Lead
Shot, assorted
Jumata Bar Iron
do Nails
Writing & wrapping Paper
Prime manufactured Tobacco
Window Glass
Flax & Tow Linen
Twilled Bags
Buffalo Robes
Tar by the bbl.
Spanish Moss
Axes, Mattocks,
Trace Chains, Hoes
Plough Irons, &c.

They also have on hand, and intend keeping a constant supply of

Ship Chandlery, Blocks, Sheaves, Pins, &c.
Pittsburgh, May 21—tf

E. MERRITT,
SURGEON DENTIST,

RESPECTFULLY informs the Ladies and Gentlemen of Pittsburgh and its vicinity that he intends remaining in this place for a short time, and has taken lodgings at Mr. *Denniston's Hotel*, in Market street, where he will perform all operations of the Teeth with the greatest ease. He flatters himself, from his experience, that the most sanguine expectations of his employers will not be disappointed.

N. B. Applicants waited upon at their dwellings, if more agreeable.

Jan. 7, 1825.—tf.

TO LET,
And possession given the first day of April next
THE HOUSE at present occupied as the Farmers & Mechanics Bank, situate in Third Street, between Market and Wood Streets.

For terms apply to JOHN SCULL, or either of the subscribers.

John Hannen,
John Ligget.
Pittsburgh, Jan. 21 tf

Poetry.

For the Gazette.

TO A MELANCHOLY FRIEND.

O shed no tear of sorrow,
Because thy joys delay;
Perhaps a smile to-morrow,
Will every grief repay:
The cup of life would cloy,
If every sip were sweet;
We relish transient joy,
But by the frowns we meet.

What fond endearments crowd us,
When Friendship's smiles return!
The fates in gloom enshroud us,
To strengthen our concern:
A smile would ne'er have shone,
If tears had never flow'd;
We feel no bliss our own,
But when through pain bestow'd.

Then, friend, dispel thy sorrow,
To-morrow's dawn may smile;
Or if depress'd to-morrow,
Let hope thy grief beguile:
Despondent tears repress,
On Providence rely;
Heav'n knows the time to bless,
And banish misery.

CLIO.

From the Westfield (Mass.) Register, February 2.

Stages upset.—We are sorry to say that the Albany Stages, which pass through this town, were upset in West Springfield on Saturday last. It is well known, perhaps, that a new line of stages in opposition to the old one, was put on the route from Albany to Springfield, on the first of January—and, as is usual, considerable strife, and a good deal of racing prevail. It was on this account that the accidents alluded to occurred. The stages left this place very near the same time, for Springfield, and proceeded as far as the plains in West Springfield, when the old line undertook to drive by the "opposition," and succeeded, but had gone about five rods after passing, when one of the leaders of the stage which had been passed, stumbled and fell—being at full speed, it occasioned the capsizing of the stage; fortunately no one was materially injured. The old line proceeded as far as the top of Steppins' hill, (so called) and stopped in order to prevent any accident that might happen from running down hill. After starting, the horses proceeded very steadily half way down the hill, when they all of a sudden set off at full speed and before they reached the bottom of the hill they ran into a ditch and turned the carriage bottom side uppermost, and we are sorry to add, the driver was considerably injured, and one of the passengers, Mr. Francis Rockwell; several others were slightly hurt, but none dangerously. The carriage was dashed to atoms.

A large Tree.—The Lexington Ky. Public Advertiser, says that "there now stands on the banks of the Ohio river, in the state of Indiana, opposite the mouth of Salt river, a Sycamore tree, which has stabled fourteen head of horses at one time with ample room. It takes 75 long paces to go round its trunk, and you may with perfect ease turn a 14 foot pole in the inside of its cavity."

Cotton of Florida.—The editor of the Baltimore American Farmer states, that several samples of cotton, the growth of Florida, had been passed to his hands through the Secretary of War, and submitted for inspection to Mr. Jackson, who had the supply of the raw materials under his superintendance since the first establishment of the celebrated Waltham manufactory; and that he had resolved on making a large purchase of the article. It is said the land given by Congress to Gen. La Fayette, would probably be located in that territory. *N. Y. Ev. Post.*

We learn from the best authority, that upwards of *one million eight hundred thousand dollars* were coined during the last year at our mint, principally in silver. New dies are about to be cut with a new figure of liberty, by means of which the appearance of the coin is expected to be much improved. It is calculated that *two millions* will be coined during the present year. *Freeman's Journal.*

FOR NASHVILLE.

The Steam Boat Lawrence.
CAPTAIN REARICK,
(Now on her passage from New Orleans,)

WILL leave this place for Nashville, on or about the 10th of March. The Lawrence is a new Boat, and has first rate accommodations for passengers. For freight or passage apply to

Duncan & Forsyth.

Pittsburgh, Jan. 14, 1825—tf.

The new, fast running and substantial Steam Boat,
FRIENDSHIP,
Captain Wm Hubert,

WILL leave this port on or about the 15th of March next, and will take freight to any port on the Mississippi, Ohio, or Cumberland rivers, for which a sufficient quantity may offer.

For further particulars, having superior accommodations for passengers, apply to

Duncan & Forsyth.

Pittsburgh, February 11—tf

For Saint Louis.

The substantial and fast running Steam Boat
INDIANA,
Captain Clark,

WILL leave this place, from the 5th to the 10th of March, for the above port. For freight or passage, (having superior accommodations,) apply to

Duncan & Forsyth.

Pittsburgh, Jan. 14, 1825—tf

TO LET,
Two Dwelling Houses

In Fourth near Market street.

Two large WARE HOUSES and a DWELLING HOUSE in Front street, between Wood and Market Streets.

A DWELLING HOUSE and STORE ROOM, in Market Street, opposite the Allegheny Bridge.

Three DWELLING HOUSES and STORE ROOMS, now finishing, at the corner of Market and Liberty streets.

ALSO, ON GROUND RENT,

TWELVE LOTS, on Smithfield street, between Fourth Street and Diamond Alley.

Possession given the 1st of April. Apply to

H. Holdship.

February 18—tf.

TO RENT,

From the 1st of April next,

THE WAREHOUSE at present occupied by Davis & Hanson, as an Auction Store. Apply to

Allen & Grant,

Who have For Sale,

100 boxes TIN PLATES.

Twenty-Five Bales
COTTON,
NEW CROP.

Forty Casks Refined
SALTPETRE.

300 Boxes WINDOW GLASS.
40 do. BOTTLES, *assorted.*
3000lbs. *SHOT*, assorted numbers.
☞ Writing, Printing, Wrapping & Tea
PAPER,
A constant supply from the Sewickly Grove Mill.

For Nashville.

The Steam Boat Pittsburgh,
CAPTAIN WALKER,

Expected from New-Orleans, with a cargo of Sugar, &c. for the Subscribers, will load for the above port.

For Saint Louis.

The Steam Boat Phœnix,
CAPT. BECKWITH,
Expected from New Orleans, and will load as above.

Allen & Grant.

Feb. 4, 1825.—tf.

FOR SALE,

A BLACK GIRL, twenty years old, and a BOY, aged eleven years, each having to serve till twenty-eight years old.

Apply at this office.

Feb. 18—3t.

TO LET.

THE SUBSCRIBER offers to rent the premises occupied by Robert Grierson, on the corner of Market St. and the Diamond. Possession given the first of April next.

Lemmon Irwin.

Jan. 7, 1825—tf.

LOWRIE & CURTIS,
Wholesale Grocers,

HAVE REMOVED to the large Brick Ware house, corner of Third and Wood streets, opposite H. Holdship's Bookstore, where they have on hand, and offer for sale, on the most accommodating terms,

Y. H. and Imperial Teas,
Best Green Coffee,
Liquor and Wines,
Old Whiskey, Tobacco, DyeStuffs,
Nails, Iron, Window Glass,

And a general assortment of all articles in their line of business. Orders will be thankfully received and promptly attended to.

Alderman Lowrie's Office

Is in the North corner of the Diamond.

Dec. 31, 1824—tf.

SAMUEL KINGSTON,

Attorney and Counsellor at Law,

HAS removed his Office to the North-East corner of the Diamond, Pittsburgh, where clients will please to call on him. An arrangement has been made by which Walter Forward, Esq. will be associated with him in preparing and trying his causes. He hopes that by the most assiduous attention to his professional duties he will merit and receive a share of public patronage.

S. Kingston.

Pittsburgh, July 30, 1824—tf.

N. B. Conveyances and other instruments of writing executed with accuracy and despatch.

LAW NOTICE.

THE Subscriber has resumed his professional business, and will be found at the office now occupied by S Kingston, Esq.

W. Forward.

Pittsburgh, July 30, 1824—tf.

SAMUEL WOOD

RESPECTFULLY informs his friends and the public, that he continues the *PLASTERING, PAPERING & WHITEWASHING*, and has reduced his prices to the following rates, for cash only, viz:—

3 Coat plastering, on lath, including materials,		16	cts. per yd
2 do.	do.	14	
1 do.	do.	12	
3 do.	on brick wall,	8	
2 do.	do.	6	
1 do.	do.	4	

Prices when the materials are found by the employer

3 Coats, on lath,		8	cts. per yd
2 do.	do.	6	
1 do.	do.	5	
3 do.	on brick wall,	6	
Hanging paper,		12½	cts. per rol
do. border,		25	
Whitewashing,		37½	cts per room

Roughcasting done in the neatest manner, and warranted to be *durable in the dampest cellars.* Casting in plaster done at the shortest notice.

Pittsburgh, June 20.—tf

NOTICE.

J. TOWNE

HAS REMOVED his LOTTERY & EXCHANGE OFFICE to the North-East corner of Market and Third Streets, where he will continue to buy and sell most kinds of Bank Notes and Specie, and will transact all kinds of Lottery and Exchange Business, as usual.

J. T. Has just received from Philadelphia, a handsome assortment of

Satin Paper Hangings,

With VELVET BORDERS. He has also a good assortment of low priced PAPERS, which will be sold very low for cash.

April 9—tf.

Receipts & Expenditures,

In the Treasury of Allegheny County, from the 1st day of January to the 31st day of December, A. D. 1824, both days included.

RECEIPTS.	Dolls.	Cts.
Balance in the treasury on the 31st December, 1823	3292	68
Received from collectors of the city of Pittsburgh, for 1823 and '24	3628	87
Ditto collectors of Pitt township, for 1820, '21, '22, '23 and '24	1204	92
Ditto collectors of Wilkins, for 1823 and '24	448	38
Ditto collectors of Plum, for 1823 and '24	817	69
Ditto collectors of Versailles, for 1819, '21, '22, '23 and '24	563	39
Ditto collectors of Elizabeth, for 1818, '21, '22, '23 and '24	1238	68
Ditto collectors of Mifflin, for 1822, '23 and '24	1069	94
Ditto collectors of St. Clair, for 1822, '23 and '24	1618	02
Ditto collectors of Robinson, for 1821, '22, '23 and 24	1073	24
Ditto collectors of Fayette, for 1823 and '24	1106	15
Ditto collectors of Findlay, for 1823 and '24	370	00
Ditto collectors of Moon, for 1823 and '24	220	85
Ditto collectors of Ohio, for 1822, '23 and '24	359	12
Ditto collectors of Ross, for 1821, '22, '23 and '24	660	74
Ditto collectors of Pine, for 1821 and '24	215	00
Ditto collectors of Deer, for 1822, '23 and '24	282	38
Ditto collectors of Indiana, for 1822, '23 and '24	357	77½
Ditto of Wm. Robinson, on account of judgment vs. John Wilkins's Executors	716	00
Ditto of David M'Kelvy and John Patterson, for rent of a house, late the property of Geo. Robinson, dec.	102	00
Ditto for premium on $700	7	50
Ditto of James Scott, in part of the purchase money for the west half of Lot No. 199, in the city of Pittsburgh	500	00
Ditto of Silas Engles, Clerk of Mayor's Court, fine and verdict in the case of the State vs. J. W. Biddle	24	00
Ditto of John Irwin, fine for refusing to serve as collector of Ross township for 1824	20	00
Ditto of A. Calhoun, Jno. Donnelly, J. Smith and Jos. Carline, for costs in criminal cases	28	51¼
Ditto for county and road taxes on unseated lands	591	78
Ditto of E. Wright, for a jury verdict	4	00
Ditto of sundry owners of unseated property, for redemption of lands and lots of ground sold for taxes	16	84¼
Ditto of William Armstrong, refunding taxes and costs	4	51½
Amount refunded by Wm. Blair, Esq. Treasurer, for a balance paid by him to Henry Hultz, on an order for road taxes on unseated lands, the said taxes not having been received	13	57
	$20,626	55

EXPENDITURES.	Dolls.	Cts.
Paid Grand and Traverse Jurors, for County and City Courts	2827	18
Expenses of holding General Elections and Elections for Electors,	655	65
William Woods, Com. from 3d Dec. 1823 to 25th Dec. 1824,	322	50
John Wilson, Com. from 24th Dec. 1823 to 25th Dec. 1824,	316	50
David Coon, Com. from 27th Nov. 1823 to 11th Dec. 1824,	214	25
John Patterson, for his services as Clerk to Commissioners,	450	00
Clerk of Quarter Sessions, for his fees,	85	52
Clerk of the Mayor's Court, for his fees,	102	85
Attorney General's fees in criminal cases,	500	50
Witnesses' fees in criminal cases	475	95
Justices and Aldermen's fees in criminal cases,	254	56
Constables, for their services attending courts,	151	29
For Jail fees and allowance to prisoners,	832	58
For fuel for Jail, Court house and Commissioners' office,	142	41
For Smith work for Jail, &c.	85	32
For keeping convicts in the Philadelphia prison,	746	77
Aldermen, for their services attending Mayor's Court,	62	40
Physicians, for attending prisoners in Jail,	17	00
For conveying convicts to Philadelphia,	546	19
John Young, crier of the Supreme Court,	25	87
John Christy, for ringing the Bell and attending on Courts,	100	00
John Young, crier of county courts,	87	75
For apprehending Daniel Paul, a horse thief,	20	00
For repairs to Jail, Court house, &c.	72	07
Expenses of teaching poor children,	911	46
Coroner's and Jurors' fees for holding inquisitions,	148	62
Assessors for their services	467	75
County Auditors for settling accounts for 1823,	48	00
For building public bridges	2749	12
Viewers of public roads and bridges,	159	81
For taxes and costs refunded,	49	09
For road taxes on unseated lands,	324	40
For publishing receipts and expenditures and for other printing,	105	25
William Lecky, Esq. in part for lot of ground for jail,	5116	99
Amount appropriated by law for use of the society for the promotion of Agriculture and domestic manufactures, for 1824,	150	00
On account of dividing Ohio township,	9	00
Pennsylvania Hose Company,	50	00
Stationary for commissioners' office, assessors, and elections,	34	38
Prothonotary, for his fees,	9	16
For Counsel's and Attorney's fees,	118	02
William Blair, Treasurer, one year's salary,	250	00
For counterfeit money, in the hands of treasurer,	20	00
For contingent expenses,	43	71
Sundry persons for redemption of unseated lands, and lots of ground purchased at treasurer's sales	20	56
Henry Hultz, balance of an order for road taxes,	13	57
Balance in the Treasury on the 31st Dec. 1824, including uncurrent money, turnpike certificates, &c.	732	74
	$20,626	55

Amount of taxes laid on the several townships for 1824.

	Dolls.	Cts.
City of Pittsburgh	5004	65
Pitt township	884	15
Wilkins township	602	29
Plum township	616	63
Versailles township	385	93¾
Elizabeth township	965	52¼
Mifflin township	1137	05
St. Clair township	1570	68½
Robinson township	510	11
Fayette township	831	22½
Findlay township	337	41
Moon township	291	64
Ohio township	421	35
Ross township	710	70
Pine township	252	08½
Deer township	335	28
Indiana township	327	13¼
	$15,183	85

Amount paid and due by the several collectors for 1824.

			Amt paid Dolls. Cts.	Amt due. Dolls. Cts.
Christopher Magee,	Collector of Pittsburgh,		3369 19	1635 46
Casper Negley,	do.	of Pitt,	673 38	210 77
Charles Johnston,	do.	of Wilkins,	216 00	386 29
William M'Junkin,	do.	of Plum,	474 80	141 83
Samuel Fleming,	do.	of Versailles,	115 00	270 93¾
Aaron Applegate,	do.	of Elizabeth,	551 85½	413 66¾
William Carrel,	do.	of Mifflin,	653 08	483 97
John Henry,	do.	of St. Clair,	688 09	882 59½
Samuel Glass,	do.	of Robinson,	415 00	95 11
Joseph Johnston,	do.	of Fayette,	665 81½	175 41
James Stewart, Jr.	do.	of Findlay,	280 00	57 41
George Morrison,	do.	of Moon,	191 05	100 59
John Taylor,	do.	of Ohio,	295 82	125 53
George Cooper,	do.	of Ross,	482 01	228 69
James Sample, Jr.	do.	of Pine,	168 04½	84 04
Robert Anderson,	do.	of Deer,	143 06	192 22
Matthew Crawford,	do.	of Indiana,	256 02	71 11¼
Amount paid,			$9628 21¼	5555 63½
Amount due, including Commission,			5555 63½	
			$15183 85	

Outstanding Debts due the County of Allegheny.

			Dolls.	Cts.
By collectors for the year 1824, as above stated,			$555	63½
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L. Stewart, Esq. sheriff, for verdicts in the court of Commom Pleas and in criminal courts for 1824	264	00
L. Stewart, Esq. sheriff, for fines in the court of Quarter Sessions and in Mayor's courts for 1824	71	00
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By William Stewart collector of the city of Pittsburgh for 1823 for moneys by him received from Richard Bowen and others on account of errors in the assessment for that year	29	10
	14,113	76

GIVEN under our hands, at the Commissioners' Office, at the City of Pittsburgh, the 29th day of January, A. D. 1825.

WILL. WOODS,
DAVID COON,
JOHN WILSON,
Commissioners of Allegheny county.

Attest—JOHN PATTERSON, Clerk.

STORAGE
AND
COMMISSION BUSINESS.

THE SUBSCRIBERS beg leave respectfully to inform their friends and the public generally, that they have removed to that spacious building, (*No. 85, North Main Street, St. Louis,*) lately owned and occupied by Christian Wilt & Co. and that they have also taken the house formerly owned and occupied by said Wilt & Co. as a White and Red Lead Factory, this house is adjoining the other, and extends to the bank of the river, has been lately repaired and is now well calculated for the reception and storing of Goods of every kind, by which the difficulties and inconveniences arising from the want of sufficient Warehouses, (and which has, for some time past, prevented them from seeking Commission Business,) are completely removed, they therefore solicit a renewal of Consignments of all articles except Dry Goods and Hardware, of which they will constantly have on hand, for sale, Wholesale and Retail, on their own account, a general assortment, which they feel assured will greatly facilitate the sale of such articles as may be consigned to them. From their long residence in this city, their general acquaintance with country merchants and dealers in this place, the number and experience of assistants employed by them, and their intention to use every possible exertion to promote the interest of those who may confide business to them, they flatter themselves that they will be able to give satisfaction to all reasonable consignors. Suffice it to say, they refer the public to all persons who have heretofore had transactions of business with them.

Scott & Rule.

St. Louis, January, 1825.—[illegible]

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George Cochran, Agent.

Pittsburgh, February 4, 1825.—3

Subscription for Stock.

AGREEABLY to a resolution of the Board of Managers of the Pittsburgh Manufacturing Association, Books will be opened on Monday, the 14th of February, 1825, for subscription to the capital stock of said Association, and kept open during hours of business, at their Warehouse, until two hundred shares shall be subscribed.

GEORGE COCHRAN, *Agent.*

Extract from the "Act to incorporate the Pittsburgh Manufacturing Association."

"PROVIDED, That a share shall always be $25, and payable in gold and silver, or such Domestic Manufactured Articles as each subscriber is actually engaged in fabricating: and that no person shall be permitted to subscribe to the capital stock, but such as are actually engaged in the business of Domestic Manufactures."

February 11.

New-Stourbridge
Flint Glass-Works, Pittsburgh.

FLINT GLASS,

CONSISTING OF
PLAIN, ENGRAVED & FANCY CUT,
OF EVERY DESCRIPTION,

Manufactured at the above Establishment, by

JOHN ROBINSON,

AND, in point of quality, equal if not superior to any thing of the kind manufactured in the United States.

The citizens of Pittsburgh, and of the western country generally, are respectfully invited to call at the works, on the corner of First and Ross Scotch-Hill, and examine the Glass.

Orders will be gratefully acknowledged, and will receive personal and prompt attention.

A large and general assortment will be kept constantly on hand, that orders can be filled at the shortest notice.

Nov. 28—tf

ROBERT LINDELL & CO.

AT THEIR

WAREHOUSE

On the Bank, between Market & Ferry Streets

HAVE FOR SALE,

Pig and Bar Lead	Flax & Tow Linen
Shot, assorted	Twilled Bags
Juniata Bar Iron	Buffalo Robes
do Nails	Tar by the bbl.
Writing & wrapping Paper	Spanish Moss
Prime manufactured Tobacco	Axes, Mattocks, Trace Chains, Hoes
Window Glass	Plough Irons, &c.

They also have on hand, and intend keeping a constant supply of

Ship Chandlery, Blocks, Sheaves, Pins, &c.

Pittsburgh, May 21—tf

E. MERRITT,
SURGEON DENTIST,

RESPECTFULLY informs the Ladies and Gentlemen of Pittsburgh and its vicinity, that he intends remaining in this place for a short time, and has taken lodgings at Mr. Denni *Hotel*, in Market street, where he will perform all operations of the Teeth with the greatest care. He flatters himself, from his experience, that the most sanguine expectations of his employers will not be disappointed.

N. B. Applicants waited upon at their dwellings, if more agreeable.

Jan. 7, 1825.—tf.

TO LET,

And possession given the first day of April next,

THE HOUSE at present occupied by the Farmers & Mechanics Bank, situate in Third Street, between Market and Wood Streets.

For terms apply to JOHN SCULL, or either of the subscribers.

John Hannen,
John Ligget.

Pittsburgh, Jan. 21—tf